



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DONALD L. WOLFE, Director

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ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

March 20, 2007

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE

REFER TO FILE: **PM-3**

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**NEW FIRE STATION 156 - ESTABLISH CAPITAL PROJECT
NEGATIVE DECLARATION – APPROPRIATION ADJUSTMENT
AWARD AGREEMENT – LAND CONVEYANCE
SPECS. 6838; C.P. 70973
SUPERVISORIAL DISTRICT 5
4 VOTES**

**JOINT RECOMMENDATION WITH THE CHIEF ADMINISTRATIVE OFFICER AND
THE FIRE CHIEF THAT YOUR BOARD, ACTING AS THE GOVERNING BODY OF
THE CONSOLIDATED FIRE PROTECTION DISTRICT:**

1. Consider the Negative Declaration (Enclosure C) for the New Fire Station 156 and temporary Fire Station 156 together with any comments received during the public review process; find that the project will not have a significant effect on the environment; find that the Negative Declaration reflects the independent judgment of the County; and adopt the Negative Declaration.
2. Authorize and establish Capital Project (C.P.) 70973 for design and construction of an 11,050-square-foot new fire station.
3. Approve the enclosed Appropriation Adjustment (Enclosure B) to transfer \$550,000 from the Fire District's Capital Projects Accumulated Capital Outlay Fund, services and supplies appropriation, to the New Fire Station 156 project fund, C.P. 70973.
4. Find that the project will have no adverse effect on wildlife resources. Authorize the Director of Public Works to complete and file a Certificate of Fee Exemption with the State Department of Fish and Game for the project.

5. Authorize the Fire Chief and the Director of Public Works to carry out the project. Delegate authority to the Director of Public Works to manage and deliver design and construction of the New Fire Station 156 on behalf of the Consolidated Fire Protection District; to award and execute Consultant Agreements, amendments, and supplements related to this project within the same authority and limits delegated to the Director by your Board for County projects; to accept the project; and to release retention upon acceptance.
6. Award and authorize the Director of Public Works to execute an Agreement with Kajima Associates, Inc., to provide architect/engineer services for the New Fire Station 156 for a \$400,000 not-to-exceed fee to be funded through the Consolidated Fire Protection District and to establish the effective date following Board approval.
7. Instruct the Chief Administrative Office (CAO) to accept title to a 1.27-acre parcel of land from Newhall Land & Farming Company on behalf of the Consolidated Fire Protection District to be used as the construction site of the New Fire Station 156 after verifying that all due diligence activities have been completed, and authorize the CAO to execute any documents required to complete the conveyance of the real property following review and approval by County Counsel.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approving the recommended actions will allow design to proceed for the New Fire Station 156 project in the unincorporated area of northern Santa Clarita.

The proposed project is a new 11,050-square-foot fire station that will be constructed on 1.27 acres adjacent to the proposed temporary fire station. The new fire station project consists of a two-bay apparatus room, main office, day room, kitchen, an exercise room, dormitory quarters for seven personnel, and a detached dozer team facility containing dormitory quarters for three personnel, kitchen, day room, and bathroom. The architectural plan conforms to the Fire District's new station prototype design/construction specifications adopted in 1999 and complies with the Americans with Disabilities Act and State Health and Safety requirements.

The recommended Architect/Engineer Services Agreement with Kajima Associates will provide basic design services for the New Fire Station 156 project. In accordance with the County's Energy and Environmental Policy, design activities will also incorporate sustainable and/or "green" design features that will result in silver certification for the project under the U.S. Green Building Council's Leadership in Energy and Environmental Design program.

Following completion of the construction documents and jurisdictional approvals, we plan to return to your Board to adopt plans and specifications and advertise for bids to construct the project.

Temporary Station

In order to address the immediate need for fire protection services in the area, a temporary station will be constructed by the developer, Newhall Land & Farming, and leased to the Fire District for a term of 3 years at a \$4,600 not-to-exceed rate per month. The lease will be negotiated and executed by the CAO, after review and approval by County Counsel. The Fire District has sufficient budget appropriation to fund this short-term lease. It is anticipated that the temporary station will be operational in June 2007. Upon completion of the New Fire Station 156, the lease will be terminated and temporary station structures will be removed by the Fire District and relocated to a storage facility for future use.

Implementation of Strategic Plan Goals

These actions meet the County's Strategic Plan Goal of Service Excellence. This new fire station will provide fire protection and emergency medical services to both the unincorporated areas of the County of Los Angeles and the City of Santa Clarita.

FISCAL IMPACT/FINANCING

Approving the enclosed Appropriation Adjustment (Enclosure B) to transfer \$550,000 from the Fire District's Capital Projects Accumulated Capital Outlay Fund, services and supplies appropriation, to the New Fire Station 156 project fund, C.P. 70973, will provide sufficient funding for the recommended Agreement. There is no impact on net County cost.

The proposed project is currently estimated to cost \$10,500,000. A detailed budget breakdown will be presented to your Board for approval at the completion of the programming/design phase. A preliminary schedule is included in Enclosure A.

Operational Financing

The Fiscal Year 2006-07 adopted budget has sufficient ordinance positions and funding, estimated at \$170,000, to operate the temporary station until the new permanent station is constructed. Upon completion of the New Fire Station 156, staff from the temporary fire station will be transferred to the completed permanent facility. The operational cost of the permanent site is estimated at \$2,000,000 annually.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

A standard Agreement, in the form previously approved by County Counsel, will be used. The standard Board-directed clauses that provide for Contract termination, renegotiation, and hiring qualified displaced County employees will be included.

As requested by your Board on August 12, 1997, and as a threshold requirement for consideration for award of this Agreement, Kajima Associates is willing to consider Greater Avenues for Independence Program/General Relief Opportunity for Work participants for future employment.

As required by your Board, language has been incorporated into the project specifications stating that the contractor shall notify its employees, and shall require each subcontractor to notify its employees, about Board Policy 5.135 (Safely Surrendered Baby Law) and that they may be eligible for the Federal Earned Income Credit under the Federal income tax laws.

Kajima Associates is in full compliance with Los Angeles County Code Chapter 2.200 (Child Support Compliance Program) and Chapter 2.203 (Contractor Employee Jury Service Program).

As required by your Board, the project cost includes 1 percent of design and construction costs to be allocated to the Civic Art Fund per your Board's Civic Art Policy adopted on December 7, 2004.

ENVIRONMENTAL DOCUMENTATION

The Fire District initiated the California Environmental Quality Act (CEQA) process on September 7, 2006, to evaluate operational and construction impacts associated with both the temporary and permanent Fire Station 156. The Draft Initial Study and Negative Declaration were circulated on December 27, 2006, for agency and public review in accordance with the CEQA requirements. No comments were received during the review period, which ended on January 17, 2007.

The control measures included in the CEQA environmental documents for this project specifically address air quality, operational noise, hazardous materials, and construction phase concerns, such as noise levels and dust control. The recommended measures to alleviate impacts on these resources include construction procedures that will be incorporated into the construction bid documents. The Negative Declaration concluded that the project with the proposed control measures will not have a significant effect on the environment.

Therefore, we recommend that your Board adopt the Final Initial Study and Negative Declaration and find that by incorporating the control measures described in the Negative Declaration, the project will have no significant effect on the environment.

A fee must be paid to the State Department of Fish and Game when certain notices required by CEQA are filed with the Registrar-Recorder/County Clerk. The County is exempt from paying this fee when your Board finds that a project will have no impact on wildlife resources. The Initial Study of environmental factors concluded that there will be no adverse effects on wildlife resources. Upon adoption of the Notice of Determination by your Board, Public Works will file a Certificate of Fee Exemption with the Registrar-Recorder/County Clerk. A \$25 handling fee will be paid to the Registrar-Recorder/County Clerk for processing. We will also file a Notice of Determination in accordance with the requirements of Section 21152(a) of the California Public Resources Code.

CONTRACTING PROCESS

On December 20, 2006, technical proposals for services were requested by the Fire District from four firms on the Fire District's Board-approved list of qualified architect/engineer firms. On January 12, 2007, all four firms submitted proposals for evaluation. The proposals were evaluated by a panel of members from the Fire District based on technical expertise, proposed work plan, experience, personnel qualifications, and understanding of work requirements. These evaluations were completed without regard to race, creed, color, or gender. Based on the review and evaluation of the proposals, Kajima Associates was found to be the firm best qualified to perform these services.

As requested by your Board on January 29, 2002, the Request for Proposal included a Cost of Living Adjustment (COLA) Provision. This Contract includes the required COLA language and complies with County policy.

On February 3, 1998, your Board requested that Contract opportunities be listed on the Office of Small Business website. However, this Contract opportunity was not listed on the website because the Fire District selection was based on a preapproved list of qualified architect/engineer firms evaluation process. This process was established by your Board to ensure that firms are selected on an equitable and impartial basis to provide design and consultant services.

The Honorable Board of Supervisors
March 20, 2007
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The Fire District has evaluated and determined that County Code Chapter 2.201 (Living Wage Program) does not apply to the recommended Agreement as this Agreement is for non-Proposition A services.

Kajima Associates' Community Business Enterprises participation data (15 percent) and 3-year contracting history with the County are on file with the Fire District.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no negative impact on current County services or projects during the performance of the recommended services.

CONCLUSION

Please return one adopted copy of this letter to the CAO (Capital Projects Division), Fire District, and Public Works.

Respectfully submitted,

DONALD L. WOLFE
Director of Public Works

DAVID E. JANSSEN
Chief Administrative Officer

P. MICHAEL FREEMAN
Fire Chief

KR:ma

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Enc. 3

cc: Auditor-Controller
County Counsel
Office of Affirmative Action Compliance
Department of Public Social Services (GAIN/GROW Program)

March 20, 2007

ENCLOSURE A

**NEW FIRE STATION 156 - ESTABLISH CAPITAL PROJECT
NEGATIVE DECLARATION – APPROPRIATION ADJUSTMENT
AWARD AGREEMENT – LAND CONVEYANCE
SPECS. 6838; C.P. 70973**

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date
Project Needs Assessment	Completed
Project Feasibility	Completed
Project Program	06/14/07
Design Construction Document Submittal Jurisdictional Approval	05/01/08 07/01/08
Construction Bid and Award	TBD
Construction Substantial Completion Project Acceptance	TBD TBD

78R 352M 11/03

COUNTY OF LOS ANGELES
REQUEST FOR APPROPRIATION ADJUSTMENT
DEPARTMENT OF FIRE

REPT. No. 390-06

February 23, 2007

AUDITOR-CONTROLLER.

THE FOLLOWING APPROPRIATION ADJUSTMENT IS DEEMED NECESSARY BY THIS DEPARTMENT. WILL YOU PLEASE REPORT AS TO ACCOUNTING AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF ADMINISTRATIVE OFFICER FOR HIS RECOMMENDATION OR ACTION.

ADJUSTMENT REQUESTED AND REASONS THEREFOR

3-Vote
Fiscal Year 2006-07

SOURCES:

Fire Department - Capital Project ACO
 Services & Supplies
 J13-FR-50099-2000
 \$ 550,000

USES:

Fire Department - Capital Project ACO
 Fire Station 156
 Buildings & Improvements
 J13-CP-70973-6014
 \$ 550,000

This Appropriation Adjustment is necessary to transfer funds from the Services and Supplies appropriation to establish this Capital Project.

Theresa R Barrera

Theresa Barrera, Assistant Chief, FMD

CHIEF ADMINISTRATIVE OFFICER'S REPORT

REFERRED TO THE CHIEF ADMINISTRATIVE OFFICER FOR _____		ACTION _____		APPROVED AS REQUESTED _____		AS REVISED _____	
RECOMMENDATION _____		19		19		CHIEF ADMINISTRATIVE OFFICER	
AUDITOR-CONTROLLER BY _____		APPROVED (AS REVISED) BOARD OF SUPERVISORS _____		19		BY _____	
No. _____		19		DEPUTY COUNTY CLERK			

SEND 6 COPIES TO THE AUDITOR-CONTROLLER



NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE FIRE STATION 156 PROJECT

Notice of Intent to Adopt a Negative Declaration

To: Responsible Agencies and Interested Parties

From: Los Angeles County Consolidated Fire Protection District

Project Location: West side of Copper Hill Drive, north of Decoro Avenue within the Unincorporated Valley area of Los Angeles County

Proposed Project: The County of Los Angeles Consolidated Fire Protection District (Fire Department) is proposing to construct Fire Station 156 in the West Creek project area within the unincorporated valley area of Los Angeles County located on the west side of Copper Hill Drive and north of Decoro Avenue. Fire station development would occur in two phases: 1) a temporary fire station would be constructed within the site and would operate for approximately three years beginning in 2007; 2) a permanent fire station would be established and the temporary facility would be removed and the area reverted back to its underlying commercial zoning. The temporary fire station would be located on 0.51 acres and would include a 10-foot paseo/trail easement along Copper Hill Drive. The temporary fire station would consist of an approximate 1,488 square-foot modular home for general house operations, and an approximately 1,350 square-foot metal pre-fabricated apparatus bay for the fire engine. The permanent fire station would be constructed on 1.27 acres north and adjacent to the location of the temporary station with a 10-foot paseo/trail easement along Copper Hill Drive. The permanent station would include approximately 8,091 square feet for general house operations, an approximately 2,950 square feet of apparatus bay area. Equipment on-site would include a 200-kilowatt (kw) emergency backup generator which requires fuel storage capacity of 950 gallons, a 1,500-gallon above-ground diesel fuel storage tank, and a 500-gallon above-ground unleaded fuel storage tank. At completion, the fire station will provide an ongoing improved level of fire protection, emergency medical, and other life safety services to the adjacent communities.

Public Comment Review Period: The Fire Department has prepared an Initial Study in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential for environmental impacts associated with implementation of the proposed project. The Fire Department finds no potentially significant impacts associated with the issues assessed in the Initial study, thus the proposed project would not have a significant impact on the environment and does not require the preparation of an Environmental Impact Report. Therefore, a Negative Declaration as defined by CEQA can be adopted for the proposed project. Copies of the Initial Study and supporting technical information is available for review at the following locations:

Valencia Library
23743 W. Valencia Boulevard
Santa Clarita, CA 91355-2191

Canyon Country Joanne Darcy Library
18601 Soledad Canyon Road
Santa Clarita, CA 91351-3721

Public Comment Review Period: The 20-day public review period for the Initial Study will begin on December 27, 2006 and end on January 17, 2006. Please submit your comments to the following address:

Los Angeles County Fire Department
Construction & Maintenance Division
1320 N. Eastern Avenue
Los Angeles, CA 90063-3294
Attn: Tim Ottman

The Board of Supervisors hearing to adopt the Initial Study/Negative Declaration is scheduled for January 30, 2007.



STAFF USE ONLY PROJECT NUMBER (S):

INITIAL STUDY QUESTIONNAIRE

A. GENERAL INFORMATION

Project Applicant (Owner):

*Ross Pistone c/o Los Angeles County Consolidated
Fire Protection District*

Name

18239 W. Soledad Canyon Road

Address

Canyon Country, CA 91351

(661) 298-2596

Phone Number

Project Representative:

N/A

1a. Project description:

The County of Los Angeles Consolidated Fire Protection District (Fire Department) proposes to construct Fire Station 156 in the West Creek project area. Development of the fire station would occur in two phases. Initially, a temporary fire station would be constructed within the site and would operate for approximately three years beginning in 2007. Thereafter, a permanent fire station would be established and the temporary facility would be removed and reverted back to its underlying commercial zoning.

The temporary fire station would be located on approximately 0.51 acres (22,215 square feet) including a 10-foot paseo/trail easement along Copper Hill Drive, and would consist of the construction of an approximate 1,488 square-foot modular home for general "house" operations (i.e. administrative, training, and dorm/living area) and an approximate 1,350 square-foot metal pre-fabricated apparatus bay for storage of a fire engine. The temporary fire station would accommodate six on-duty staff at shift change, with three on-duty fire fighters per twenty-four hour period.

The permanent fire station would be constructed on approximately 1.27 acres (55,321 square feet) immediately north of and adjacent to the location of the temporary station and including a 10-foot paseo/trail easement along Copper Hill Drive. The permanent station would include approximately 8,091 square-feet for general house operations and approximately 2,960 square-feet of apparatus bay area. The apparatus bay area would accommodate a fire engine, reserve water tender and reserve patrol. A tractor-trailer with a D-9 dozer and a dozer support vehicle will be located at the southwest corner of the property on an as needed basis. Other equipment on-site would include a 200-kilowatt (kw) emergency backup generator which requires fuel storage capacity of 950 gallons, a 1,500-gallon above-ground diesel fuel storage tank, and a 500-gallon above-ground unleaded fuel storage tank. The firehouse would maintain an external public address system, which would be turned off from 1700 hours to 0800 hours. At full staffing, shift change would have a total of 14 personnel, with twelve 24-hour firefighters and two 12-hour fighters on a given day. Full staffing would occur on an as needed basis with initial staffing consisting of three on duty fire fighters per 24 hour period. The station would include 20 parking spaces for employees, one handicap parking space and one parking space for visitors. Access to the

site will be provided via two driveways along Copper Hill Drive. A traffic signal will be used by the fire station only and will be located at the station's emergency egress driveway. The architectural design of the fire station, including exterior walls, would be integrated into the overall design of the proposed commercial center to the south within the master planned West Creek community.

When complete, the fire station will provide for an ongoing improved level of fire protection, emergency medical, and other life safety services to the adjacent communities, and it will add to the resources available for other requests for services throughout the Department's jurisdiction. The Los Angeles County Fire Department's goal, when areas have transitioned from rural to urbanized, is to arrive on the scene of an emergency call within five minutes from the time of dispatch. This new station is a strategic part of this goal.

1b. Permit/Approval sought: Director's Review, as prescribed in Section 22.56.1660 of the Los Angeles County Code, to determine compliance with the provisions and development standards prescribed in Title 22 and as prescribed by the approval of Conditional Use Permit 98-008.

2. Location of project: The project site is located on Copper Hill Drive north of Decoro Drive within the unincorporated Santa Clarita Valley area of Los Angeles County. The project site is specifically located within lots 407A and 407B of the proposed West Creek master planned community (Tract 52455). The project site is immediately surrounded by partially natural hillside associated with an open space lot to the north and west, while areas to the south and east have been graded in accordance with previous permits and approvals associated with the West Creek project (Tract 52455). The lot to the immediate south is proposed for commercial uses. The project site itself is graded and vacant.

3a. Present zoning: C-2 DP

3b. Countywide General Plan designation: Commercial

3c. Community Plan Land Use designation: SCVAP Commercial

4a. Present use of site: Vacant and previously graded.

4b. Previous use of site or structures: Vacant, undeveloped land previously used for cattle grazing

5. Please list all previous cases (if any) related to this project:

General Plan/Sub-Plan Amendment No. 98-0008-(5), Zone Change Case No. 98-008-(5), Conditional Use Permit No. 98-008-(5), Oak Tree Permit No. 98-008-(5), Parking Permit No. 98-008-(5), and Vesting Tentative Tract Map 52455.

6. Other related permit/approvals required. Specify type and granting agency:

Grading/Building permits

7. Are you planning future phases of this project? Yes ☐ No ☒ If yes, explain:

8. Project area:

Total area: Approximately 0.51 acres for the temporary fire station and approximately 1.27 acres for the permanent fire station.

Covered by structures, paving: Approximately 1.08 acres

Landscaping, open space: Approximately 0.19 acres

9. Number of floors: One (1)

10. Water and sewer service:

Public water to be provided by Valencia Water Company. Sanitary sewers to be served by Sanitation District 32.

Domestic Water

Public Sewers

Does service exist at the site?

☒ Yes

☐ No

☒ Yes

☐ No

If yes, do purveyors have capacity to meet demand of project and all

other approved projects?

☒ Yes

☐ No

☒ Yes

☐ No

If domestic water or public sewers are not available, how will these services be provided?

Residential projects:

11. Number and type of units: *Not applicable.*

12. Schools: *Not applicable.*

What school district(s) serves the property? *Saugus Union School District, William S. Hart Union School District.*

Are existing school facilities adequate to meet project needs? *The project will have no impact on school facilities.*

If not, what provisions will be made for additional classrooms?

Non-Residential projects:

13. Distance to nearest residential use or sensitive use (school, hospital, etc.):

An open space lot exists to the immediate north and west, proposed commercial uses occur to the immediate south, and residential uses are planned to the east of the project site. No hospital is in the immediate vicinity.

14. Number and floor area of buildings:

Temporary fire station: one (1) 1,488 square-foot fire station house building plus 1,350 square foot apparatus bay structure.

Permanent fire station: one (1) 8,091 square-foot fire station house building plus 2,960 square foot apparatus bay structure.

15a. Number of employees at shift change:

Temporary fire station: six (6) personnel at 8:00 a.m. shift change

Permanent fire station: Initial staffing would consist of three (3) 24-hour fire fighters. During the 8:00 a.m. shift change, a total of 6 personnel would be on-site. Full staffing could increase to up to 14 personnel at 8:00 a.m. shift change; however, this would occur only on an as needed basis.

15b. Maximum employees per shift:

Temporary fire station: three (3) 24-hour firefighters per day.

Permanent fire station: initial staffing would consist of three (3) 24 hour fire fighters and full staffing would increase to seven (7) 24 hour firefighters. A dozer team consisting of three fire fighters would be assigned to the station on an as needed basis.

16. Operating hours: *Operating hours would be consistent with typical fire department hours of operation, twenty-four hours a day, seven days a week.*

17. Identify any:

End products: *Not applicable*

Waste products: *Typical of fire station use, such as waste associated with equipment maintenance, cleaning agents, and household waste.*

Means of disposal: *Waste generated from the project site would be picked up by a hauler and ultimately disposed of at a landfill.*

18. Do project operations use, store or produce hazardous substances such as oil, pesticides, chemicals, paints, or radioactive materials? ☒ Yes ☐ No If yes, explain:

Operation of the fire station would involve the permitted use and storage of oil and gasoline for equipment, cleaning agents, and limited quantities of pesticides for landscaping.

19. Do your operations require any pressurized tanks? ☐ Yes ☒ No If yes, explain:

20. Identify any flammable, reactive or explosive materials to be located on-site: *The permanent fire station would include a 200-kilowatt (kw) emergency backup generator with 950 gallons of diesel generator fuel storage, and two additional above-ground storage tanks (ASTs), including 1,500 gallons of diesel fuel and 500 gallons of unleaded fuel. Both the temporary and permanent fire stations would contain two, five-gallon containers of gasoline for yard maintenance. The tanks would be installed and maintained in accordance with manufacturers' specifications and in compliance with applicable standards and regulations. In addition, the fuel would be used and stored in accordance with federal, state and local regulations.*

21. Will delivery or shipment trucks travel through residential areas to reach the nearest highway? ☐ Yes ☒ No
If yes, explain:

B. ENVIRONMENTAL INFORMATION

1. Environmental Setting -- Project Site

a. Existing use/structures: *The site is currently vacant and has been graded in accordance with previous permits and approvals issued by the County of Los Angeles.*

b. Topography/slopes: *The topography of the project site is relatively level due to prior grading activities. Mildly rolling hillside exists behind the site to the west and northwest.*

*c. Vegetation: *Given the graded condition of the site, no natural vegetation occurs on-site.*

*d. Animals: *The project site is graded, and therefore, lacks habitat for wildlife, including sensitive and/or special status animal species.*

*e. Watercourses: *No natural waterways or waterbodies exist on-site. The closest natural drainage feature is the San Francisquito Creek, which is located approximately 0.57 mile east and 150 feet down gradient of the site.*

f. Cultural/historical resources: *A Phase I archaeological survey was prepared for the project site and surrounding area by W & S Consultants in October 1995. The records search and on-foot survey determined that there are no known cultural resource sites in the project area.*

g. Other:

2. Environmental Setting -- Surrounding Area

a. Existing use/structures: *The general vicinity of the site is characterized by existing or planned development in an urbanizing environment. The project site is immediately surrounded by graded land associated with the West Creek project, a proposed master planned community. The mixed-use Tesoro del Valle project is located further north; Valencia High School, the Valencia Industrial Park, and the Decoro Highlands residential community is located to the south; the Lockheed industrial facility is located to the west; and beyond the proposed West Creek project to the east lies the North Park and Northridge residential communities. Building design and landscaping for the proposed project would be consistent with the character of the surrounding West Creek project.*

b. Topography/slopes: *The project site is surrounded by partially natural hillside associated with an open space lot to the north and west, while areas to the south and east have been graded and are relatively flat.*

*c. Vegetation: *The graded areas to the south and east of the project site are barren and lacking of vegetation, while the partially natural hillside to the north and west contain low to moderate quality coastal sage scrub and non-native grasses.*

*d. Animals: *Common animal species are likely present in the partially naturalized hillside to the north and west. However, the graded areas to the south and east generally lack habitat supportive of animals.*

*e. Watercourses: *No natural waterways or waterbodies exist in the immediate vicinity of the project site. The closest natural drainage feature is the San Francisquito Creek, which is located approximately 0.57 mile east and 150 feet down gradient of the site.*

* Answers are not required if the area does not contain natural, undeveloped land.

f. Cultural/historical resources: *A Phase I archaeological survey was prepared for the project site and surrounding area by W & S Consultants in October 1995. The records search and on-foot survey determined that there are no known cultural resource sites in the project area.*

g. Other:

3. Are there any major trees on the site, including oak trees? ☐ Yes ☒ No If yes, type and number:

4. Will any natural watercourses, surface flow patterns, etc., be changed through project development?
☐ Yes ☒ No If yes, explain:

5. Grading: Will the project require grading? ☒ Yes ☐ No If yes, how many cubic yards?
The project site was previously graded in accordance with prior permits and approvals. Fine grading activity is anticipated to finish the site for construction.

Will it be balanced on site? ☒ Yes ☐ No If not balanced, where will dirt be obtained or deposited?

6. Are there any identifiable landslides or other major geologic hazards on the property (including uncompacted fill)?
☐ Yes ☒ No If yes, explain:

7. Is the property located within a high fire hazard area (hillsides with moderately dense vegetation)? ☒ Yes ☐ No
Distance to nearest fire station: *Approximately 3.1 miles to Fire Station #111*

8. Noise:

Existing noise sources at site: *None - no noise is currently produced on the site as no uses are present.*

Noise to be generated by project: *Vehicular traffic noise and limited noise from sirens and external public address system associated with emergency response*

9. Fumes:

Odors generated by project: *Only source of odors would be limited to the use of fuel on-site. Due to the quantities used of a given type and proper use of the fuel, substantial odors would not be produced that would affect off-site areas.*

Could toxic fumes be generated? *No*

10. What energy-conserving designs or material will be used?

The project will comply with the energy conservation standards required by Title 24, Part 6, of the California Code of Regulations.

CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature

Los Angeles County Consolidated Fire Protection District

Date

For: _____



VICINITY MAP
NOT TO SCALE

LOT SUMMARY

LOT NO.	ORIGINAL AREA (ACRE)	NEW AREA (ACRE)	CHANGE (ACRE)
390	4.49	4.34	-0.15
406	1.45	0.45	-1.00
PERMANENT FIRE STATION LOT 407A	0.59	1.27	+1.15
TEMPORARY FIRE STATION LOT 407B		0.47	

NEW FIRE STATION
LOT 407A 1.27 ACRES
TEMP FIRE STATION
LOT 407B 0.47 ACRES

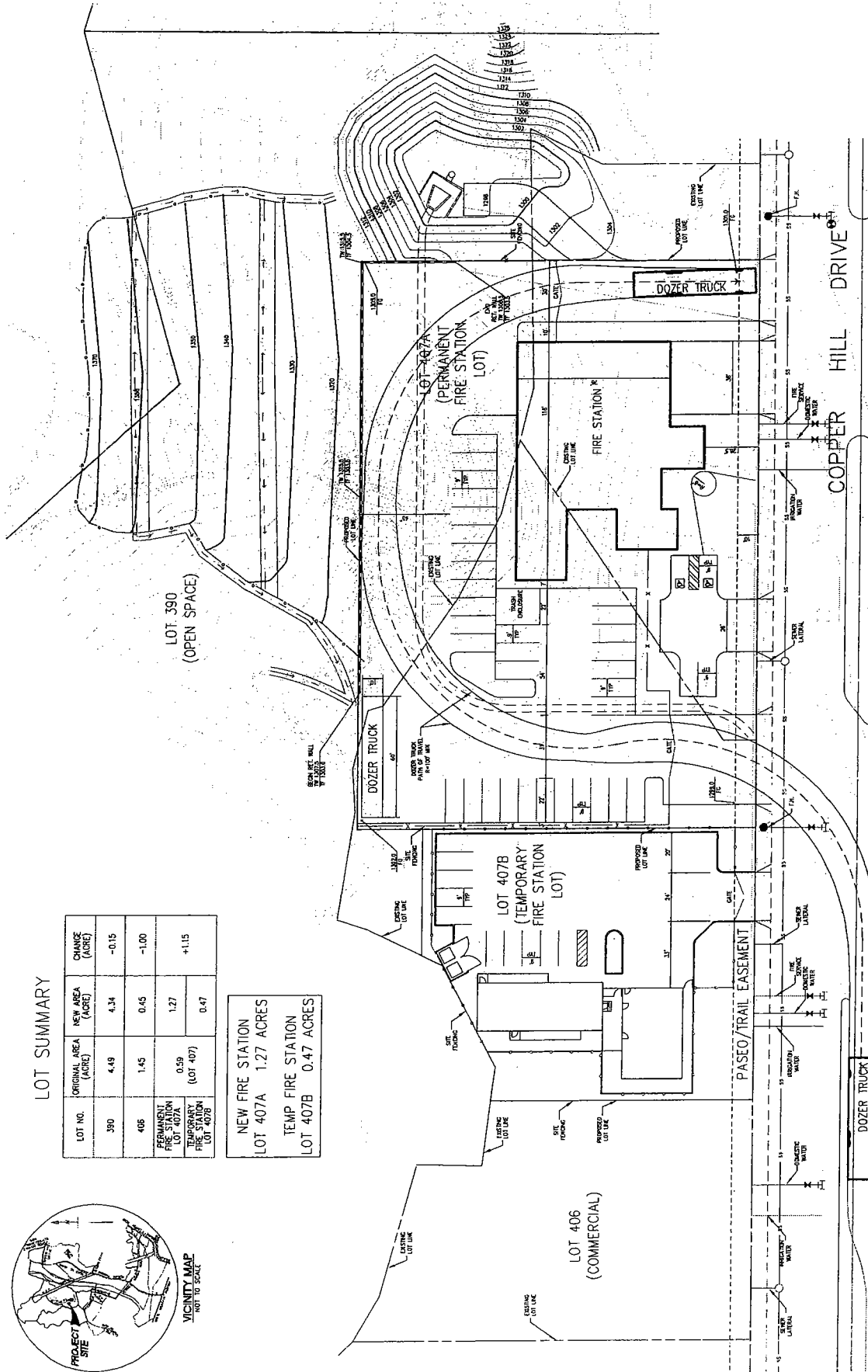


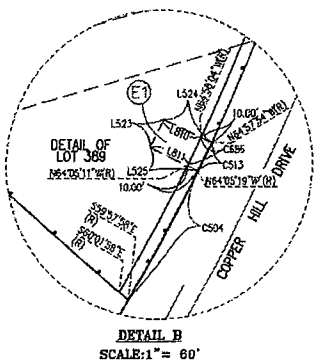
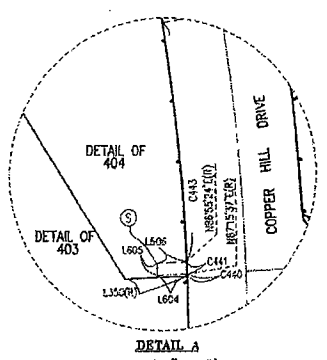
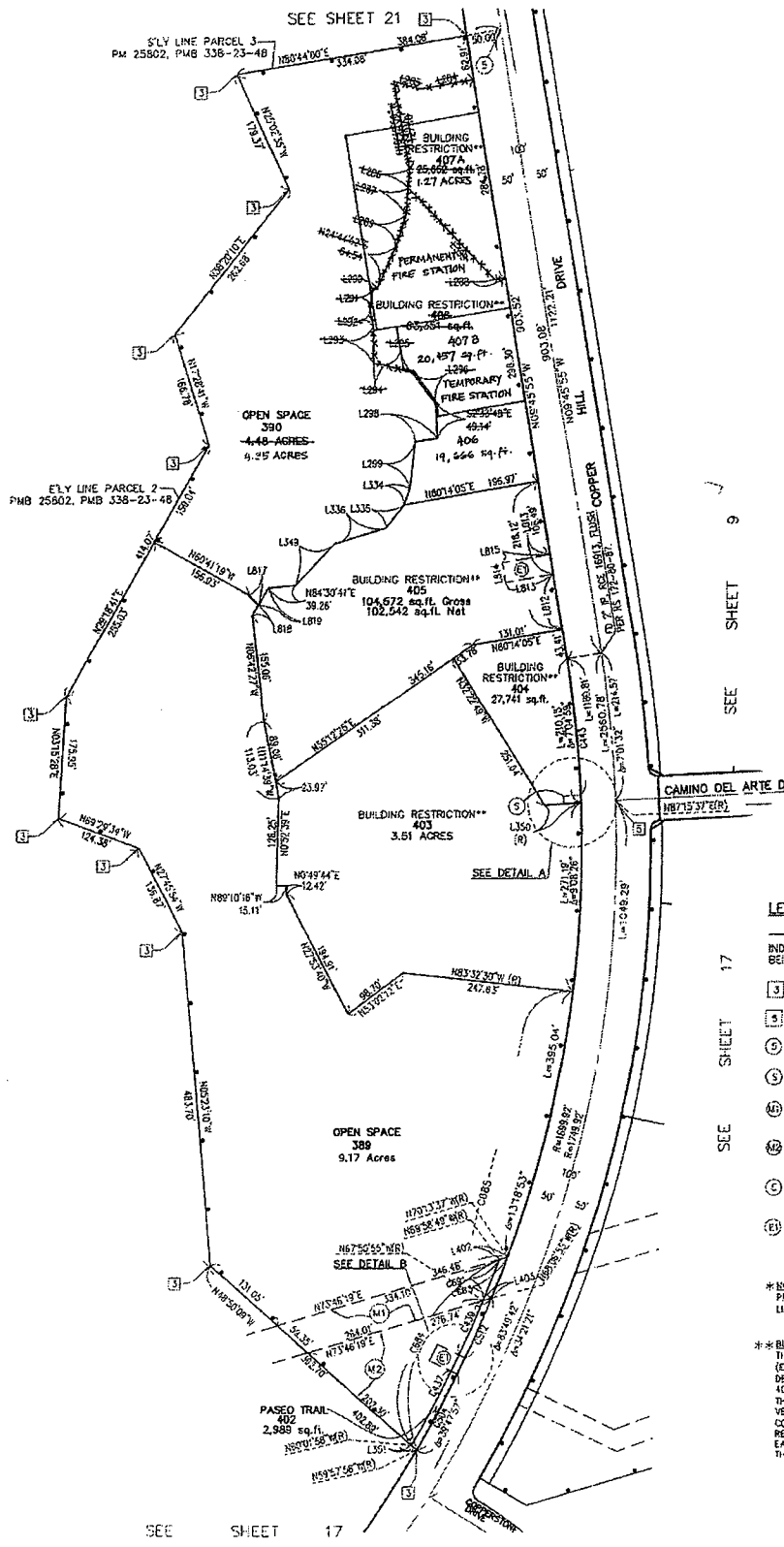
Figure 1A
Conceptual Site Plan

140 Feet

70

0

Source: PSOMAS, 2006.

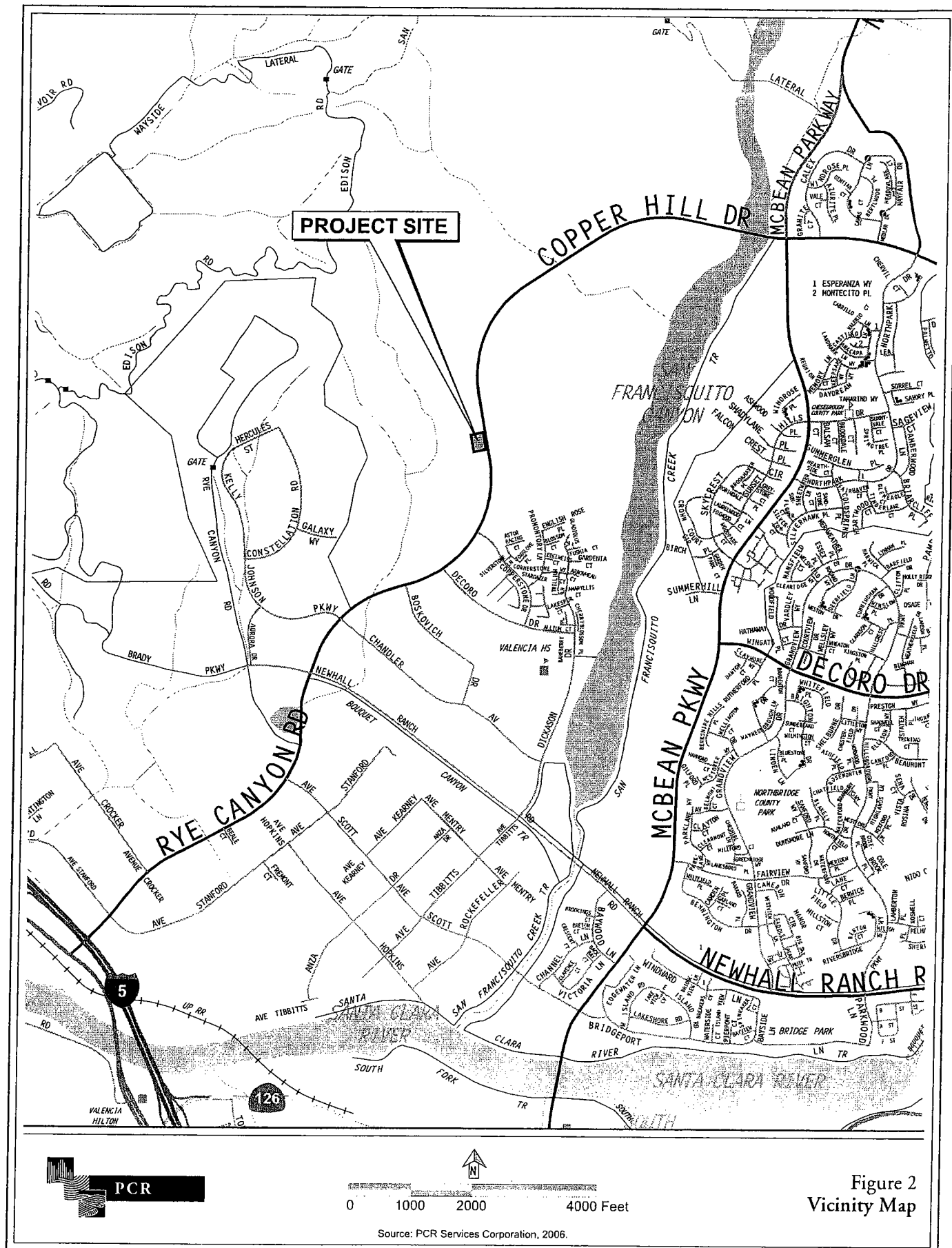


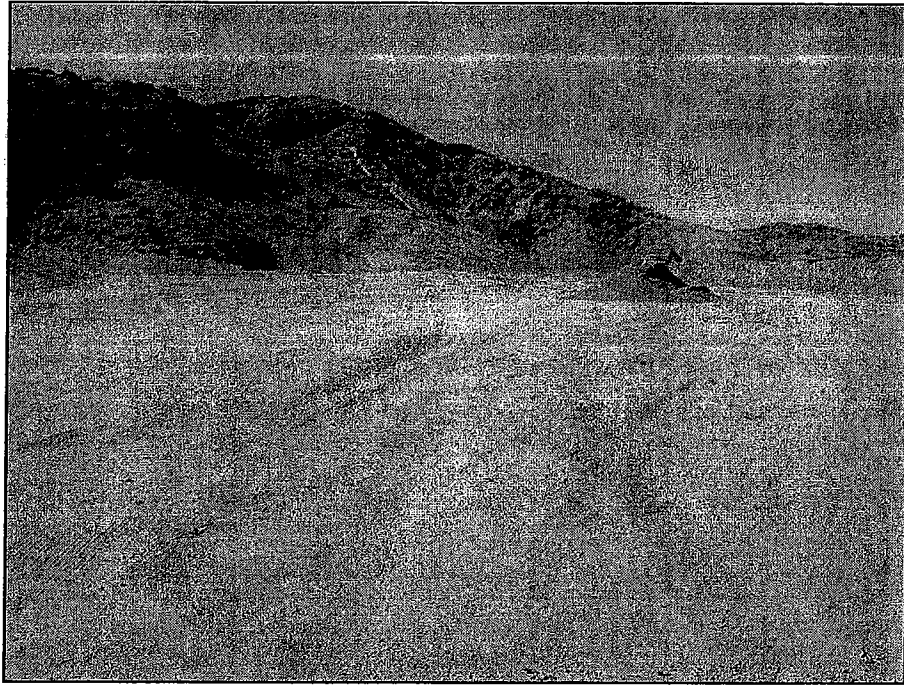
- LEGEND**
- INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP
 - 2" IF TO BE SET, LS 5490, FLUSH
 - S & W TO BE SET, LS 5490 PER P.M. 25802, P.M.B. 338-23-46
 - S & W TO BE SET, LS 5490
 - EASEMENT TO THE COUNTY OF LOS ANGELES FOR SANITARY SEWER PURPOSES
 - 30' WIDE EASEMENT OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITY PURPOSES PER INST NO 1295 RECD NOVEMBER 25, 1929 IN BK 9502 PG 300 OR
 - 300' WIDE EASEMENT OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITY PURPOSES PER INST NO 2247 RECD SEPTEMBER 18, 1972 IN BK 13860 PG 724 OR
 - EASEMENT TO L.A.C.F.C.D. FOR FLOOD CONTROL, COVERED STORM DRAIN, APPURTENANT STRUCTURES, AND INGRESS & EGRESS PURPOSES
 - EASEMENT OF THE COUNTY OF LOS ANGELES FOR STORM DRAIN AND APPURTENANT, STRUCTURES PER INST NO. 59-1100872, C.D. RECD JUNE 16, 1999
 - *NOTE: PRIVATE DRIVEWAY AND FIRE LANE SEE SHEETS 26-28 FOR LINE TABLES SEE SHEETS 26-31 FOR CURVE TABLES
 - **BUILDING RESTRICTION NOTE: THE USE AND/OR CONSTRUCTION OF ANY STRUCTURE(S) (EXCEPT MODEL HOMES AS AUTHORIZED BY THE DEPARTMENT OF REGIONAL PLANNING) ON LOT NOS. 403, 404, 405, 406, AND 407 IS PROHIBITED UNTIL SUCH TIME THAT A FINAL MAP FOR SAID LOT(S) CONSENT WITH THE VESTING TENTATIVE TRACT MAP NO. 52455 AND CONDITIONAL USE PERMIT CASE NO. 98-008-(5) IS RECORDED THAT DEFECTS REQUIRED ACCESS, UTILITY EASEMENTS, AND ANY OTHER INFORMATION REQUIRED BY THE COUNTY OF LOS ANGELES



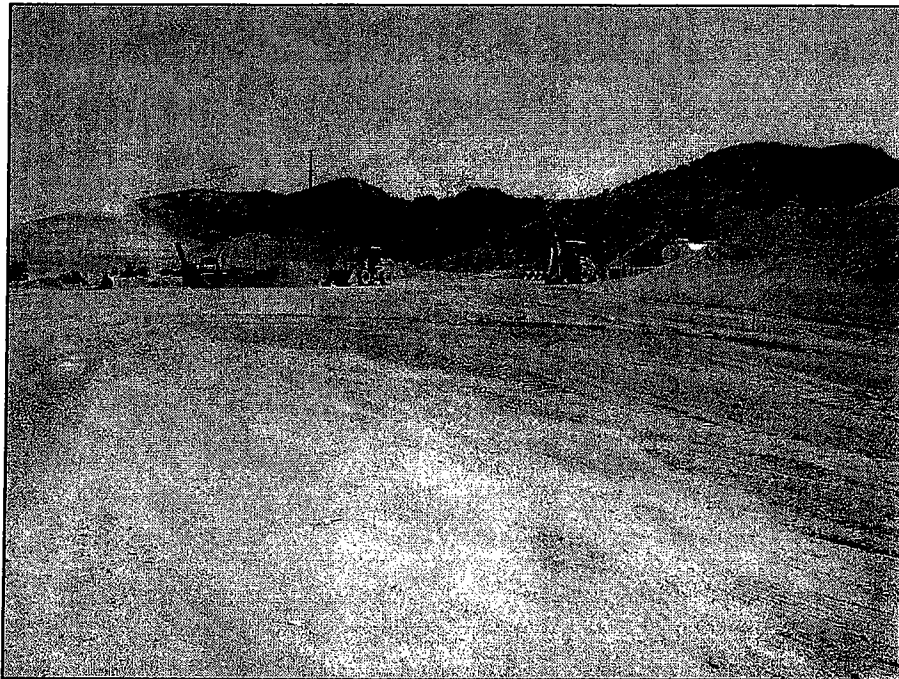
Figure 1B
Tract 52455 Final Map
Fire Station Lots

Source: PCR Services Corporation, 2006.





Photograph 1: Looking northwest from the project site.



Photograph 2: Looking southwest from the project site.

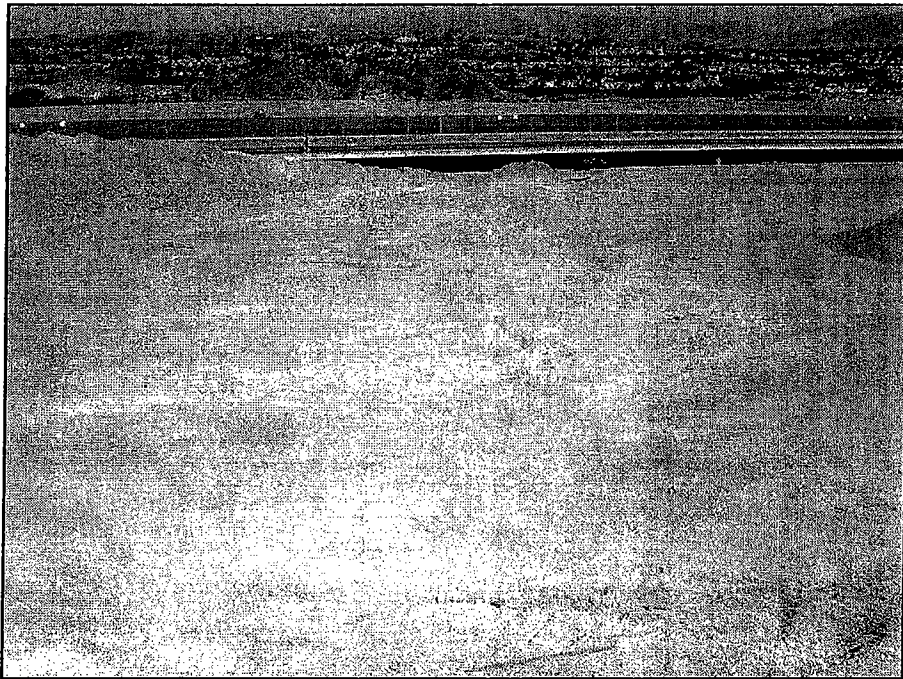


Figure 3A
Site Photographs

Source: PCR Services Corporation, 2006.



Photograph 3: Looking south from the project site.



Photograph 4: Looking east from the project site.



Figure 3B
Site Photographs

Source: PCR Services Corporation, 2006.

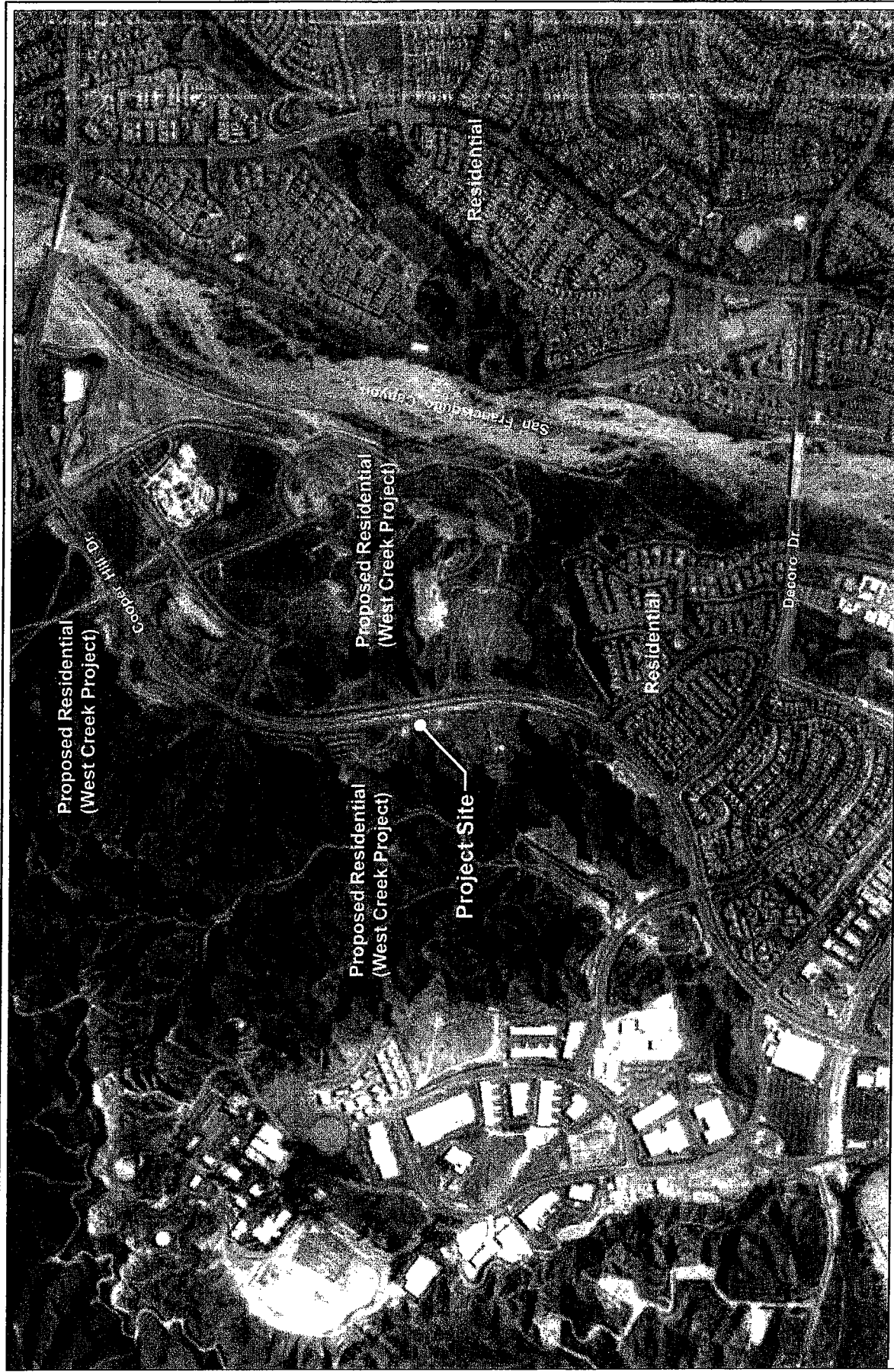


Figure 4
Surrounding Land Use Map

Source: Google Earth, 2006.

STAFF USE ONLY

PROJECT NUMBER: _____

CASES: _____



******* INITIAL STUDY *******

**LOS ANGELES COUNTY
CONSOLIDATED FIRE PROTECTION DISTRICT**

GENERAL INFORMATION

L.A. Map Date: _____

Staff Member: _____

Thomas Guide: _____

4460-E5

USGS Quad: _____

Newhall

Location: _____

West side of Copper Hill Drive, north of Decoro Avenue.

Description of Project:

The Los Angeles County Consolidated Fire Protection District (Fire Department) proposes to construct Fire Station 156 in the West Creek project area. Development of the fire station would occur in two phases. Initially, a temporary fire station would be constructed within the adjacent site and would operate for approximately three years beginning in 2007. Thereafter, a permanent fire station would be established and the temporary facility would be removed and reverted back to its underlying commercial zoning.

The temporary fire station would be located on approximately 0.51 acres (22,215 square feet) including a 10-foot paseo/trail easement along Copper Hill Drive, and would consist of the construction of an approximate 1,488 square-foot modular home for general "house" operations (i.e. administrative, training, and dorm/living area) and an approximately 1,350 square-foot metal pre-fabricated apparatus bay for storage of a fire engine. The temporary fire station would accommodate six on-duty staff at shift change, with three on-duty fire fighters per twenty-four hour period.

The permanent fire station would be constructed on approximately 1.27 acres (55,321 square feet) immediately north of and adjacent to the location of the temporary station and including a 10-foot paseo/trail easement along Copper Hill Drive. The permanent station would include approximately 8,091 square feet for general house operations and approximately 2,960 square feet of apparatus bay area. The apparatus bay area would accommodate a fire engine, reserve water tender, and reserve patrol. A tractor trailer with a D-9 dozer and a dozer support vehicle will be located at the southwest corner of the property on an as needed basis. Other equipment on-site would include a 200-kilowatt (kw) emergency backup generator which requires fuel storage capacity of 950 gallons, a 1,500-gallon above-ground diesel fuel storage tank, and a 500-gallon above-ground unleaded fuel storage tank. The firehouse would maintain an external public address system, which would be turned off from 1700 hours to 0800 hours. At full staffing, shift change would have a total of 14 personnel, with twelve 24-hour firefighters and two 12-hour fighters on a given day. Full staffing would occur on an as needed basis with initial staffing consisting of three on-duty fire fighters per 24-hour period. The station would include 20 parking spaces for employees, one handicap parking space and one parking space for visitors. Access to the site will be provided via two driveways along Copper Hill Drive. A traffic signal will be used by the fire station only and will be located at the station's emergency egress driveway. The architectural design of the fire station, including exterior walls, would be integrated into the overall design of the proposed commercial center to the south within the master planned West Creek community.

When complete, the fire station will provide for an ongoing improved level of fire protection, emergency medical, and other life safety services to the adjacent communities, and it will add to the resources available for other requests for services throughout the Department's jurisdiction. The Los Angeles County Fire Department's goal, when areas have transitioned from rural to urbanized, is to arrive on the scene of an emergency call within five minutes from the time of dispatch. This new station is a strategic part of this goal.

Gross Acres: 1.78 acres

Environmental Setting:

The project site is located on Copper Hill Drive north of Decoro Drive within the unincorporated Santa Clarita Valley area of Los Angeles County. The project site is specifically located within lots 407A and 407B of the proposed West Creek master planned community (Tract 52455). The project site is immediately surrounded by partially natural hillside associated with an open space lot to the north and west, while areas to the south and east have been graded in accordance with previous permits and approvals associated with the West Creek project (Tract 52455). The lot to the immediate south is proposed for commercial uses. The project site itself is graded and vacant.

Zoning: C-2 DP

General Plan: Commercial

Community/Area Wide Plan: Commercial (Santa Clarita Valley Area Plan)

Major projects in area:

PROJECT NUMBER

DESCRIPTION & STATUS

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- ☐ None
- ☒ Regional Water Quality Control Board
- ☒ Los Angeles Region
- ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers

Trustee Agencies

- ☒ None
- ☐ State Fish and Game
- ☐ State Parks

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mtns. Area

Regional Significance

- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area

County Reviewing Agencies

- ☒ None
- ☐ Subdivision Committee
- ☐ DPW
- ☐ Health Services

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (See individual pages for details)				
			Less than Significant Impact/No Impact			
			Less than Significant Impact with Project Mitigation			
			Potentially Significant Impact			
CATEGORY	FACTOR	Pg				Potential Concern
HAZARDS	1. Geotechnical	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Flood	6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Fire	7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Noise	8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RESOURCES	1. Water Quality	9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Air Quality	10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Biota	11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Cultural Resources	12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mineral Resources	13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6. Agriculture Resources	14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7. Visual Qualities	15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SERVICES	1. Traffic/Access	16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Sewage Disposal	17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Education	18	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Fire/Sheriff	19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Utilities	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
OTHER	1. General	21	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Environmental Safety	22	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Land Use	23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Pop/Hous./Emp./Rec.	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mandatory Findings	25	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DEVELOPMENT MONITORING SYSTEM (DMS)

As required by the Los Angeles County General Plan, DMS* shall be employed in the Initial Study phase of the environmental review procedure as prescribed by state law.

1. Development Policy Map Designation: 4: Urban Expansion
2. ☒ Yes ☐ No Is the project located in the Antelope Valley, East San Gabriel Valley, Malibu/Santa Monica Mountains or Santa Clarita Valley planning area?
3. ☐ Yes ☒ No Is the project at urban density and located within, or proposes a plan amendment to, an urban expansion designation?

If both of the above questions are answered "yes", the project is subject to a County DMS analysis.

☐ Check if DMS printout generated (attached)

Date of printout: _____

☐ Check if DMS overview worksheet completed (attached)

EIRs and/or staff reports shall utilize the most current DMS information available.

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the Los Angeles County Consolidated Fire Protection District finds that this project qualifies for the following environmental document:

- ☒ **NEGATIVE DECLARATION**, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

- ☐ **MITIGATED NEGATIVE DECLARATION**, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

- ☐ **ENVIRONMENTAL IMPACT REPORT***, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".

- ☐ At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The EIR is required to analyze only the factors not previously addressed.

Reviewed by: _____ Date: _____

Approved by: _____ Date: _____

- ☐ Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

- ☒ This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

Yes No Maybe

- | | | | | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?</p> <p><i>The project site is not located in an active or potentially active fault zone, Seismic Hazard zone, or Alquist-Priolo Earthquake Fault Zone. (Geologic and Geotechnical Report prepared by Allan E. Seward Engineering Geology, Inc., June 30, 1998 and State of California Seismic Hazards Zones map).</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an area containing a major landslide(s)?</p> <p><i>According to the geotechnical report prepared by Allan E. Seward Engineering Geology, Inc. in June 1998, the site is in close proximity to two historic landslides, referred to as Quaternary Landslide XXVII and XXXI, identified off-site and to the west. However, mitigation was proposed to address these landslides, requiring that they be completely removed during grading operations for Copper Hill Drive under continuous observation of the Project Engineering Geologist to ensure that all of the landslide material is removed. In areas to receive fill, the removal bottoms were to be surveyed in order to document the removal for future reference and/or later additional grading. According to the West Creek Mitigation Monitoring Program (October 2006), Landslides XXVII and XXXI were removed during bulk grading activities in 2002. In addition, the project site, as well as surrounding area, has been graded in accordance with prior permits and approvals. The potentially significant impact associated with landslides has been mitigated during prior grading operations. Therefore, the proposed project would not expose people or structures to landslides.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an area having high slope instability?</p> <p><i>The topography of the project site is relatively flat due to previous grading activities and no steep or unstable slopes are present in the immediate project vicinity. Mildly sloping hillside occurs to the north and west of the site. The proposed project will not significantly alter the current topography of the site. Furthermore, the project will conform to requirements related to standard setbacks from ascending and descending slopes provided in Section 1806.4 of the 1996 Los Angeles County Uniform Building Code.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?</p> <p><i>The project site is not subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction. However, in accordance with the geologic recommendations in the geotechnical report and previous grading permits, all necessary site-stabilizing earthwork was performed with the oversight of the Project Engineering Geologist (refer to West Creek Mitigation Monitoring Program, October 2006).</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?</p> <p><i>The proposed project consists of the construction and operation of a fire station. No sensitive uses (school, hospital, public assembly site) are proposed for development.</i></p> |
| f. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Will the project entail substantial grading and/or alteration of topography including slopes of over 25%?</p> <p><i>The topography of the project site is relatively flat due to previously approved grading activities. The project will require only fine grading with minimal earthwork and regrading of an existing manufactured slope located at the rear of the fire station to allow for the installation of a 0- to 14-foot high retaining wall.</i></p> |

g. ☐ ☒ ☐

Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?
The project was previously graded in accordance with prior permits and approvals and thus complied with all applicable State and County building and safety guidelines, restrictions, and permit requirements. Expansive soils on the site were previously removed as specified in the geotechnical report with oversight by the Project Engineering Geologist or Geotechnical Engineer (refer to West Creek Mitigation Monitoring Program, October 2006). Therefore, no expansive soils exist on-site.

h. ☐ ☒ ☐

Other factors?

No other substantial geotechnical hazards exist on-site.

STANDARD CODE REQUIREMENTS

☐ Building Ordinance No. 2225 – Sections 308B, 309, 310, and 311 and Chapters 29 and 70

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design ☐ Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

HAZARDS - 2. Flood

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?</p> <p><i>The proposed project is located in an unsectioned portion of Township 4 North, Range 16 West of the Newhall United States Geological Survey (USGS) 7.5-minute topographic map. No (major) drainage courses, blue-line or otherwise as identified on the Newhall quad map, run through the project site. The closest natural drainage feature is the San Francisquito Creek, which is located approximately 0.57 mile east and 150 feet downgradient of the site.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?</p> <p><i>The project is designated as a Zone C flood zone on the Flood Insurance Rate Map (FIRM) (Panel No. 065043 0345 B [12/2/80]). A Zone C designation indicates areas of minimal flooding for which flood insurance is not required. Although flood potential is low in this area according to the Zone C designation, this zone could be subject to flooding by severe, concentrated rainfall, coupled with adequate local drainage systems. However, the project will be developed and designed in accordance with applicable County, FEMA and/or other regulatory agencies regarding the development of such a use in flood-prone areas. Compliance with these regulatory requirements will ensure that flooding-related impacts are less than significant.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in or subject to high mudflow conditions?</p> <p><i>Mudflows are the downslope movement of soil and/or rock under the influence of gravity. Mudflow and landslide processes are influenced by factors such as thickness of soil or fill over bedrock, steepness and height of slope, physical properties of the fill, soil or bedrock materials and moisture content. The project site is relatively flat and was previously graded in accordance with prior grading permits. Therefore, no mudflow conditions exist on-site. Likewise, while the project is located adjacent to a partially graded hillside, the potential for mudflow onto the project site is considered low, as previous slope contouring activity was performed under prior permits and thus met State and County building and safety guidelines, restrictions, and permit requirements (refer to West Creek Mitigation Monitoring Program, October 2006). Therefore, no significant impacts related to unstable soil or geologic conditions, such as mudflow, are expected to occur.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project contribute or be subject to high erosion and debris deposition from run-off?</p> <p><i>The project site has been previously graded; however, earthwork associated with fine grading activity including the regrading of a manufactured slope, remains to prepare the site for construction activity. Exposed soils could be subject to erosion, in particular due to stormwater runoff. However, construction of the project will comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and will implement County grading permit regulations that include compliance with erosion control measures such as grading and dust control measures. Likewise, additional BMPs will be designed and installed to address operational activities of the proposed project to comply with the NPDES General Permit and the County of Los Angeles' Standard Urban Stormwater Mitigation Plan (SUSMP) to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or walled trash container areas, stenciling of on-site</i></p> |

storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff. The final selection of BMPs will be completed through coordination with the County of Los Angeles. Thus, impacts to water quality associated with erosion or debris deposition would be less than significant through compliance with applicable regulatory requirements.

e. ☐ ☒ ☐

Would the project substantially alter the existing drainage pattern of the site or area?

The proposed project site was previously graded, and no natural drainage feature occurs on-site. Site-generated surface water runoff currently sheetflows east into the storm drain system located within Copper Hill Drive. The existing on-site drainage patterns will be retained with development of the project and appropriate drainage improvements will be made on-site to contain and direct stormwater flows to the local storm drain system. Therefore, the project would not alter any existing drainage pattern on the site or in the area.

f. ☐ ☒ ☐

Other factors (e.g., dam failure)?

The site is not located within a dam inundation area as mapped by the California Department of Water Resources. Therefore, no potential for dam inundation exists on-site.

STANDARD CODE REQUIREMENTS

☒ Building Ordinance No. 2225 – Section 308A ☐ Ordinance No. 12,114 (Floodways)

☒ Approval of Drainage Concept by DPW

☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

The Applicant shall comply with SWPPP and SUSMP requirements, as per the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and the NPDES General Permit, respectively, to reduce the discharge of polluted runoff from the site.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

HAZARDS – 3. Fire

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)?</p> <p><i>The project is located within a Fire Zone 4, or Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the County of Los Angeles Fire Department. Therefore, in accordance with the wildfire prevention requirements set forth in the Los Angeles County Fire Code for VHFHS zones, a Fuel Modification Plan will be prepared for approval by the Fire Department. The project will be designed in compliance with the VHFHSZ requirements of the Los Angeles County Fire Department. Likewise, the project will be subject to County Building and Safety and Fire Code requirements for Fire Zone 4-designated areas.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade?</p> <p><i>Access to the site will be provided from Copper Hill Drive. All roadway improvements will be constructed in accordance with County Code and standards set forth by the Fire Department regarding design and access (i.e., turning radii, internal road widths, and clearance to sky heights).</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?</p> <p><i>The project entails the development of a fire station. No dwelling units are proposed for development.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an area having inadequate water and pressure to meet fire flow standards?</p> <p><i>The project will adhere to all applicable State of California and County of Los Angeles fire and building codes, including those regarding fire flow, fire hydrant spacing, water-storage, building materials, and fire suppression devices.</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?</p> <p><i>The project site is located in an area surrounded by open space and residential uses. No such potentially dangerous fire hazard land uses occur within close proximity to the project site.</i></p> |
| f. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Does the proposed use constitute a potentially dangerous fire hazard?</p> <p><i>The project's proposed fire station would not constitute a potentially dangerous fire hazard.</i></p> |
| g. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Other factors?</p> <p><i>Emergency access will be maintained during construction of the project.</i></p> |

STANDARD CODE REQUIREMENTS

☒ Water Ordinance No. 7834 ☒ Fire Ordinance No. 2947 ☒ Fire Prevention Guide No.46

☒ Fuel Modification/Landscape Plan

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

☐ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No Impact

HAZARDS – 4. Noise

SETTING/IMPACTS

Yes No Maybe

a. ☐ ☒ ☐

Is the project site located near a high noise source (airports, railroads, freeways, industry)?

The project site is located within the context of the proposed West Creek master planned community. The project site is immediately surrounded by partially natural hillside associated with an open space lot to the north and west, while areas to the south and east have been graded in accordance with previous permits and approvals associated with the West Creek project (Tract 52455). The project site is graded and vacant. Regional access to the site is provided by Interstate 5, located approximately 2.5 miles to the southwest. The project site is not located near a high noise source (airports, railroads, freeways, industry).

b. ☐ ☒ ☐

Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?

The proposed project is the construction of a fire station, which is not considered a sensitive use (school, hospital, senior citizen facility). The nearest sensitive receptor to the site of the future fire station is a residential community located approximately 2100 feet to the south.

c. ☐ ☒ ☐

Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?

The estimated noise levels from stationary equipment associated with typical operation activities at the Fire Station, including, HVAC/air conditioning equipment, public address system, and the scheduled maintenance related/operation of the emergency power generator, at the nearest residential community are well below the County's Exterior Noise Standards. Specifically, it is estimated that the HVAC equipment noise level at the nearest residential community would be less than 30 dBA, which is 10 decibels lower than the County's limit of 45 dBA (nighttime hours). The station will also have an outdoor public address system (PA) system that will be used occasionally between 08:00 to 17:00 (daytime hours). The estimated maximum noise level at the nearest residence due to operation of the PA system would be less than 50 dBA, which is 20 decibels lower than the County's limit of 70 dBA (maximum noise level). In addition, the fire station emergency electrical power generator, which will be tested for 30 minutes each week to ensure the operational readiness of the generator, would produce noise in the area. The generator technical specification indicates a noise level of 82 dBA at a 10-foot distance. The estimated generator noise level at the nearest residential uses would be 37 dBA, which is well below the allowable 45 dBA County noise criteria for the residential uses during nighttime hours. Therefore, the emergency generator noise level will not pose any significant noise impact. Based on the above discussion, potential noise associated with typical stationary daily operation activities at the Fire Station would be less than significant. Appendix A, Noise Impact Analysis Report prepared by PCR Services Corporation, November 2006 is available at the Canyon Country Los Angeles County Fire Department for reference.

The project would result in an increase in vehicular traffic on the local roadways in the project area. However, project-related traffic trips would be minimal compared to the existing traffic on local streets and therefore would cause an insignificant increase (less than 1 dBA) in the current noise environment in the vicinity of the project site. This increase in noise level is considered to represent no significant impact.

The proposed Fire Station could have a total of four daily emergency responses, which

would require the use of a siren. The primary purpose of the siren is to generate a sound level that is louder than the ambient noise to effectively alert others of an approaching fire engine, in particular drivers in cars with windows closed. The use of sirens in connection with emergency responses would generate a high level of sound along the response routes; however, siren noise would be only occasional and short-lived. It is estimated that the fire station would respond to an average of four emergency fire and life safety calls per day. Siren use would be at the discretion of the emergency vehicle operator except at controlled intersections where use of the siren is mandatory. In addition, due to the proximity of the proposed fire station to its service area, the siren noise generated from emergency responses for calls within the station's primary response jurisdiction will have less of an overall impact to the community in comparison to the current fire station (Fire Station 111) that is currently providing fire and life safety services to the area, as trucks from Fire Station 111 are traveling a greater distance to service this area. Furthermore, the addition of the traffic signal at the fire station's emergency driveway will further limit the need for the fire engine to sound its siren when gaining access onto Copperhill Drive. Lastly, noise from the fire engine siren is exempt per the County's Exterior Noise Standard, as it is emitted for the purpose of alerting persons to the existence of an emergency. Therefore, while the proposed project might substantially increase noise levels in the project vicinity, because the siren is required to ensure public safety, and the estimated number of occurrences would be minimal and would likely sound for a shorter duration due to the fire station's proximity to its service area, the potential impact would be less than significant. Appendix A, Noise Impact Analysis Report (November 2006) is available for further review at the Canyon Country Los Angeles County Fire Department.

d. ☐ ☒ ☐

Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?

Project construction activities would result in a temporary increase in ambient noise levels in the project area. It is estimated that construction noise levels at the nearest residences would reach as high as 50 dBA, which is less than the County's noise limit of 60 dBA, during daytime hours. No nighttime construction activities would occur on-site. Therefore, noise generated during construction of the project would not result in a significant noise impact at the nearest residential community.

As stated in item 4c. above, the proposed Fire Station will have daily emergency responses, which would require the use of a siren. The use of sirens associated with the operation of the fire engines and in connection with emergency responses would generate a high level of sound along the response routes. However, siren noise would be only occasional and short-lived. Furthermore, noise from the fire engine siren is exempt, per the County's Exterior Noise Standard. Therefore, any temporary or periodic increase in noise levels associated with the project would not be considered significant.

e. ☐ ☐ ☐

Other factors?

STANDARD CODE REQUIREMENTS

☒ Noise Ordinance No. 11,778 ☒ Building Ordinance No. 2225--Chapter 35

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by noise?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES – 1. Water Quality

SETTING/IMPACTS

Yes No Maybe

- | | | | | |
|----|--------------------------|-------------------------------------|-------------------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an area having known water quality problems and proposing the use of individual water wells?</p> <p><i>The project site is not located within an area with known water quality problems. Additionally, the project does not propose the use of individual water wells. Water for the project would be provided by the Valencia Water Company via existing off-site water infrastructure.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Will the proposed project require the use of a private sewage disposal system?</p> <p><i>The project site is located within the service area of Valencia Water Reclamation Plant (VWRP), and therefore, it would not require the use of a private sewage disposal system, such as a septic tank. The project would include a utility connection to the existing 10-inch sewer main located within Copper Hill Drive, which would convey project wastewater to the VWRP.</i></p> |
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations is the project proposing on-site systems located in close proximity to a drainage course?</p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?</p> <p><i>As the project would only require fine grading at minimal depths, grading activities for the project would not be expected to affect groundwater. In addition, construction of the project will occur in accordance with the requirements of the NPDES General Construction permit, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) with Best Management Practices (BMPs) designed to ensure that construction activities do not affect the quality of runoff. In addition, the project will implement County grading permit regulations that include compliance with erosion control measures, including grading and dust control measures.</i></p> |
| d. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?</p> <p><i>In accordance with NPDES General Permit and County requirements, a Standard Urban Stormwater Mitigation Plan (SUSMP) with BMPs will be prepared for approval by the County and will be implemented throughout the operational life of the project to ensure that operation of the project would not adversely effect the quality of storm water runoff. Proposed project post-development water quality BMPs include the following: (1) during operation of the temporary fire station, all surface water at the rear of the station will drain into a master water quality basin, while the front of the station will drain into the public storm drain system and then into the master water quality basin; and (2) during operation of the permanent fire station, all surface water on the rear apron, parking areas, driveways, and public parking at the front of the station will drain into a master water quality basin. The permanent station's apparatus bay floor drains will enter a clarifier (i.e., CDS unit) prior to entering the master water quality basin. Therefore, the proposed project would not contribute pollutants to the storm water conveyance system and/or downstream receiving water bodies.</i></p> |

e. ☐ ☐ ☐ Other factors?

STANDARD CODE REQUIREMENTS

- ☐ Industrial Waste Permit ☒ Health Code – Ordinance No.7583, Chapter 5
☒ Plumbing Code – Ordinance No.2269 ☒ NPDES Permit CAS614001 Compliance (DPW)

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

- ☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **water quality** problems?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES – 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the proposed project exceed the State's criteria for regional significance generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?</p> <p><i>The proposed project includes the development of a fire station and does not propose any dwelling units. The permanent fire station would include approximately 8,091 square feet for general house and approximately 2,960 square feet of apparatus bay area. At full staffing, the permanent fire station also would have a total of 14 personnel at shift change, with twelve 24-hour firefighters and two 12-hour fighters on a given day. Thus, the project would not exceed any of the above State criteria for regional significance.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?</p> <p><i>The project does not propose any sensitive uses (schools, hospitals, parks) on the site nor is it located near a freeway or heavy industrial use.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance per Screening Tables of the CEQA Air Quality Handbook?</p> <p><i>Neither construction nor operation of the project would increase regional or local emissions such that SCAQMD significance thresholds would be exceeded. Appendix B, Air Quality Technical Report prepared by PCR Services Corporation, October 2006 is available for further review at the Canyon Country Los Angeles County Fire Department.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions?</p> <p><i>The project site does not propose any uses which would generate obnoxious odors, dust, and or hazardous emissions. Likewise, the project site is not located in close proximity to any sources that create such impacts.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with or obstruct implementation of the applicable air quality plan?</p> <p><i>The project would be subject to and consistent with the SCAQMD Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. Refer to Appendix B for further discussion.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p> <p><i>The project's air quality impacts would fall below SCAQMD daily significance thresholds for construction and operation. Thus, the project would not contribute to an existing or projected air quality violation. Refer to Appendix B for further discussion.</i></p>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?</p> <p><i>The project's impacts would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attaining under federal or state ambient air quality standards. Refer to Appendix B for further discussion.</i></p>

h. ☐ ☐ ☐ Other factors?

STANDARD CODE REQUIREMENTS

☒ Health and Safety Code – Section 40506 ☒ SCAQMD Rule 403 (Fugitive Dust)

☐ **MITIGATION MEASURES** / ☒ **OTHER CONSIDERATIONS**

☐ Lot Size ☒ Air Quality Report

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES – 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located within Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?</p> <p><i>The project site is not located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource area. Furthermore, the project site has recently been graded in accordance with previously approved grading permits and therefore, would not be considered undisturbed and natural.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?</p> <p><i>The project site has been graded in accordance with a previously approved grading permit. As a result, no natural habitat areas are present on-site.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is a major drainage course, as identified on USGS quad sheets by a blue dashed line, located on the project site?</p> <p><i>The proposed project is located in an unsectioned portion of Township 4 North, Range 16 West of the Newhall United States Geological Survey (USGS) 7.5-minute topographic map. No (major) drainage courses, blueline or otherwise, as identified on the Newhall quad map, run through the project site. The closest natural drainage feature is the San Francisquito Creek, which is located approximately 0.57 mile east and 150 feet down gradient of the site.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?</p> <p><i>The project site is graded and does not support any riparian or other sensitive habitat.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site contain oak or other unique native trees (specify kinds of trees)?</p> <p><i>The project site is graded and no oak trees or other unique native trees occur on-site.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?</p> <p><i>The project site is graded and therefore, lacks any habitat for sensitive and/or special status plant and animal species.</i></p>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors (e.g., wildlife corridor, adjacent open space linkage)?</p> <p><i>The site is located in a growing suburban environment dominated by residential, commercial, and open space uses. The site is currently graded, and the immediate surrounding vicinity is graded as well for construction of the proposed West Creek master planned community. Thus, it is not expected that wildlife species would traverse through the site. Significant Ecological Area (SEA) 19 is considered a wildlife corridor providing linkage to the Santa Clarita River. However, it is located approximately 0.57 mile east from the site and separated by Copper Hill Drive. Therefore, the proposed project would not have any direct or indirect effects on the functions and values of SEA 19.</i></p>

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size
 ☐ Project Design
 ☐ ERB/SEATAC Review
 ☐ Oak Tree Permit

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES – 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

Yes No Maybe

a. ☐ ☒ ☐

Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?

According to the Notice of Preparation for the West Creek Project EIR, a Phase I archaeological survey was prepared for the project site and surrounding area by W & S Consultants in October 1995. The records search and on-foot survey determined that there are no known cultural resource sites in the project area. However, if a unique archaeological resource were discovered during excavation activities, work in the area would cease and deposits would be treated in accordance with federal, state, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources.

b. ☐ ☒ ☐

Does the project site contain rock formations indicating potential paleontological resources?

The general vicinity of the site is underlain by Plio-Pleistocene, non-marine sediments of the Saugus Formation. Historically, this formation has produced important invertebrate and vertebrate remains at several localities within the Santa Clarita Valley. However, the project site has recently been graded in accordance with previous grading permits. Additional grading of the site would be limited to fine grading activities that would not require substantial excavation depths. Thus, impacts to paleontological resources are not expected. However, if excavation is to occur within the Saugus Formation, a Los Angeles County Natural History Museum-approved inspector shall be retained onsite during excavation into the formation. In the event paleontological resources are discovered during project construction, the resources would be treated in accordance with federal, state and local guidelines, as appropriate. As a result, project activities would not disturb, damage, or degrade potential paleontological resources.

c. ☐ ☒ ☐

Does the project site contain known historic structures or sites?

A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The project site is currently graded and does not contain any historical resources as defined by the CEQA Guidelines. There are no extant buildings, structures, objects, or sites with any historical associations or significance necessary for California Register eligibility. Therefore, no historical resources would be affected by implementation of the proposed project.

d. ☐ ☒ ☐

Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?

The project site is vacant and does not contain any historical resources, as discussed in Item c. above. Likewise, as described in the Phase I archaeological survey prepared for

the project site and surrounding area by W & S Consultants in October 1995, and the records search and on-foot survey determined that there are no known cultural resource sites in the project area. Nevertheless, if a unique archaeological resource were discovered during construction activities, work in the area would cease and deposits would be treated in accordance with federal, state, and local guidelines including those set forth in California Public Resources Code Section 21083.2.

e. ☐ ☒ ☐

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site has recently been graded. Additional grading for the project would generally be limited to fine grading activities that would not require substantial excavation depths. As discussed in Item b. above, in the event that excavation is to occur within the Saugus formation, a Los Angeles County Natural History Museum-approved inspector shall be retained to monitor such excavation. Likewise, if paleontological resources were discovered during project construction, the resources would be treated in accordance with federal, state, and local guidelines, as appropriate. Thus, impacts to unique paleontological resources are not expected.

f. ☐ ☐ ☐

Other factors?

☒ **MITIGATION MEASURES /** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Phase 1 Archaeology Report

If excavation is to occur within the Saugus Formation, as identified by the Project Geologist, then a Los Angeles County Natural History Museum-approved inspector will be retained on-site during an appropriate number of excavations into the Saugus Formation. Should the excavations yield significant paleontological resources, excavation shall cease or be redirected until the extent of the find is established and the resources are salvaged.

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on archaeological, historical, or paleontological resources?

☐ Potentially significant ☒ Less than significant with project mitigation ☐ Less than significant/No Impact

RESOURCES – 5. Mineral Resources

SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
The project site has been graded in accordance with previous permits and approvals. No mineral resources (i.e., oil, sand, gravel, rock) are known to exist on the project site, and no mineral extraction activities occur on the site. Furthermore, the site is not located within a mineral extraction area as classified by the County of Los Angeles.
- b. ☐ ☒ ☐ Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?
As discussed above, no mineral resources exist on the project site.
- c. ☐ ☒ ☐ Other factors?

☐ MITIGATION MEASURES ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES – 6. Agriculture Resources

SETTING/IMPACTS

Yes No Maybe

- | | | | | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?</p> <p><i>The project site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as administered by the Farmland Mapping and Monitoring Program. Likewise, the project site is not designated for agricultural uses on the Land Use Policy Map of the Santa Clarita Valley Area Plan, of the County of Los Angeles General Plan. Furthermore, the site was mass graded in accordance with previous permits and no prior agricultural uses existed on-site. Thus, the proposed project would have no impact on agricultural resources.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> <p><i>The site is zoned C-2-DP for commercial uses. Furthermore, the project site is not enrolled under the Williamson Act.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p> <p><i>As discussed above, the project site is currently graded and no prior agricultural uses existed on-site. Likewise, no portion of the site is designated as Farmland, and the project would not impact any lands designated as such.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Other factors?</p> |

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

☐ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No Impact

RESOURCES – 7. Visual Qualities

SETTING/IMPACTS

Yes No Maybe

- | | | | | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?</p> <p><i>There are no designated scenic highways in the immediate project vicinity. The nearest scenic highway to the project site is the Interstate 5 (I-5) Freeway, located approximately 2.5 miles to the southwest and 250 feet down gradient. Views of the site as observed by motorists traveling on the I-5 Freeway are largely obscured by intervening topography and freeway landscaping or natural vegetation. Furthermore, the project site is not located within a scenic corridor or viewshed.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?</p> <p><i>The nearest regional trails are associated with the Santa Clara River, approximately 2.5 miles to the southwest, and the San Francisquito Creek, located approximately 0.57 miles east of the project site. Faint, distance views of the project site may be accessible from portions of these regional trails. However, given the distance to the project site and intervening topography, the project would not impair views of visual resources from the County trails.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?</p> <p><i>The project site is currently graded in accordance with prior permits. No unique aesthetic features currently exist on-site or were formerly present on the site.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?</p> <p><i>The general vicinity of the site is characterized by existing or planned development in an urbanized environment. Specifically, the project site is surrounded by graded land associated with the West Creek project, a proposed master planned community. The mixed-use Tesoro del Valle project is located further north; Valencia High School, the Valencia Industrial Park, and the Decoro Highlands residential community is located further south; the Lockheed industrial facility is located further west; and beyond the proposed West Creek project to the east lies the North Park and Northridge residential communities. Building design and landscaping for the proposed project would be consistent with the character of the surrounding West Creek project. Therefore, the proposed project would not be out of character compared to surrounding uses.</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project likely to create substantial sun shadow, light or glare problems?</p> <p><i>Both phases of development of the proposed fire station would entail the construction of one to two single-story buildings to house staff, equipment, and vehicles. The single-story buildings would be constructed on previously undeveloped land and therefore would result in the introduction of shadow effects. However, since no sensitive uses (receptors) exist in the project vicinity, no negative effects associated with the minor shadow effect would result. The project would also introduce low-level lighting on the site for signage, security, and night visibility. However, given the absence of sensitive receptors surrounding the site, the minor increase in lighting would not present an adverse environmental effect. Additionally, the project would not include the use of highly reflective materials which would result in substantial glare impacts.</i></p> |

f. ☐ ☒ ☐

Other factors (e.g., grading or landform alteration)?

The topography of the site is relatively level as a result of previous grading activities. Additional fine grading is proposed to prepare the site for development. No unique landforms would be altered as a result of this activity.

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design ☐ Visual Report ☐ Compatible Use

Visual simulations prepared. Landscape plan to be reviewed prior to issuance of grading permit.

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES – 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project contain 25 dwelling units, or more and is it located in an area with known congestion problems (midblock or intersections)?</p> <p><i>The proposed project is the construction of a fire station to serve the neighboring communities. The project does not propose the development of any dwelling units, and the project would not be located in an area with known congestion problems.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in any hazardous traffic conditions?</p> <p><i>The project does not include any design features (i.e., sharp turns, dangerous intersections) or propose any uses (e.g., farming equipment) that would create hazardous traffic conditions. Access to the site would be provided by two driveways along Copper Hill Drive. A traffic signal will be used by the fire station only and will be located at the station's emergency egress driveway. Site access and circulation would be constructed in accordance with the County Code and standards set forth by the Los Angeles County Fire Department (LACoFD) to ensure that the project would not substantially increase hazards due to a design feature.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in parking problems with a subsequent impact on traffic conditions?</p> <p><i>The proposed project would provide ample parking for personnel and visitors. The temporary fire station would contain 11 parking spaces, including one handicap and one visitor parking stall, and the permanent station would provide 20 parking spaces, including one handicap and one for visitors. On-site parking would comply with the parking requirements for fire stations set forth in the Los Angeles County Code.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?</p> <p><i>Emergency access would be provided by two primary driveways off of Copper Hill Drive. A traffic signal will be used by the fire station only and will be located at the station's emergency egress driveway. Driveway accesses would be constructed in accordance with the County Code and standards set forth by the Los Angeles County Fire Department (LACoFD) regarding design and access (i.e., turning radii, internal road widths, and clearance to sky heights).</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?</p> <p><i>There are no CMP intersections within the project vicinity, and the proposed fire station would not result in significant impacts to any CMP locations. Additionally, the project would not add 150 peak hour trips to a mainline freeway link. Traffic associated with operation of the fire station would be minimal, considering the limited number of personnel and episodic nature of emergency response.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?</p> <p><i>The construction and operation of the proposed fire station would not impact any adopted policies, plans, or programs supporting alternative transportation.</i></p>
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p>

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Traffic Report ☐ Consultation with Traffic & Lighting Division

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES – 2. Sewage Disposal

SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ If served by a community sewage system, could the project create capacity problems at the treatment plant?
The project site is located within the service area of the Valencia Water Reclamation Plan (County Sanitation District 32). Given the limited number of personnel on-site (maximum of 14 staff per day), wastewater generated from the site would be cumulatively insignificant. Thus, the proposed project is not anticipated to generate a substantial demand for wastewater infrastructure or to create capacity problems at the treatment plant serving the project site.
- b. ☐ ☒ ☐ Could the project create capacity problems in the sewer lines serving the project site?
The lateral sewer line serving the project site and the local collection network serving the project and surrounding area would have sufficient capacity to convey wastewater from the project site.
- c. ☐ ☐ ☐ Other factors?

STANDARD CODE REQUIREMENTS

☐ Sanitary Sewers and Industrial Waste – Ordinance No. 6130

☐ Plumbing Code – Ordinance No. 2269

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES – 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create capacity problems at the district level?</p> <p><i>The project would not impact school enrollment or capacity within the school district as development of a fire station is not a population growth-inducing land use.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create capacity problems at individual schools that will serve the project site?</p> <p><i>The project would not impact school enrollment or capacity at any school since the project would not generate a new residential population that would result in an increase in local students in the area.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create student transportation problems?</p> <p><i>The project would not directly generate a new residential population that would result in an increase in local students in the area. Therefore, the project would not have any effect on student transportation in the area.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create substantial library impacts due to increased population and demand?</p> <p><i>The project would not directly generate a new residential population that would result in an increase in local students in the area. Therefore, the project would not have any effect on library resources within the area.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p>

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Site Dedication ☒ Government Code Section 65995 ☐ Library Facilities Management Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☐ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No Impact

SERVICES – 4. Fire/Sheriff Services

SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?
The proposed project, development of a fire station, would assist in alleviating staffing or response time problems within the service area. Likewise, development of a fire station would not place any additional demands on the sheriff's substation. Additionally, the project would incorporate security features into the design of the project in coordination with the Sheriff's Department.
- b. ☐ ☒ ☐ Are there any special fire or law enforcement problems associated with the project or the general area?
The project is located within a Fire Zone 4, or Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the County of Los Angeles Fire Department. Therefore, in accordance with the wildfire prevention requirements set forth in the Los Angeles County Fire Code for VHFHS zones, a Fuel Modification Plan would be prepared for approval by the Los Angeles County Fire Department. Likewise, the project would be subject to County Building and Safety and Fire Code requirements, including those requirements for emergency access, roadway turning areas, fire flow, and fire hydrants.
- c. ☐ ☐ ☐ Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Fire Mitigation Fee

(Note to Team: please assist in confirming the need for a Fuel Modification Plan.)

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES – 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?</p> <p><i>The project site lies within the retail water service area of the Valencia Water Company (VWC) and would obtain domestic water from a VWC water main within Copper Hill Drive. Adequate water supplies are available to serve both existing water demand in the VWC service area and the proposed project (Refer Section 4.8 Water Service, the West Creek Draft EIR) Therefore, no adverse impacts to water supply would occur as a result of the project.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?</p> <p><i>The project is not located in an area known to have inadequate water supply. As indicated above, the Valencia Water Company has adequate water to serve the project. The Los Angeles County Fire Department requires sufficient capacity for fire flows of up to 5,000 gallons per minute (gpm) at 20 pounds per square inch (psi) for a duration of up to five hours for commercial uses. The project would comply with County requirements regarding water pressure and fire flow to meet fire fighting needs.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create problems with providing utility services, such as electricity, gas, or propane?</p> <p><i>The project area is served by existing utility infrastructure, including gas and electricity. The Southern California Gas Company (SCGC) and Southern California Edison (SCE), respectively, provide natural gas and electricity to the project area through underground facilities within Copper Hill Drive and a number of local roadways. The project's use of such utilities would be relatively small given the scale of the project and provision of utility services to the site would not be problematic.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are there any other known service problem areas (e.g., solid waste)?</p> <p><i>The project site is located within the local utility grid and basic utilities would be provided to the site through this infrastructure. The project would not be located in a known service problem area and no service problems would occur as a result of the project.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?</p> <p><i>Establishment of the project, Fire Station 156, would bolster fire protection in the local vicinity. Therefore, the project would prevent the need for new or physically altered governmental facilities the construction of which would cause significant environmental impacts.</i></p>
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p>

STANDARD CODE REQUIREMENTS

☒ Plumbing Code – Ordinance No. 2269 ☒ Water Code – Ordinance No. 7834

☐ **MITIGATION MEASURES /** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS – 1. General

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in an inefficient use of energy resources? <i>The project would comply with California Code of Regulations, Title 24 energy standards, and as such would not result in inefficient energy use.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in a major change in the patterns, scale, or character of the general area or community? <i>The project entails the development of a fire station on existing vacant land. The design of the station, including exterior walls, would be integrated into the overall design of the West Creek project. As such, the pattern, scale, and character of the fire station would blend with the surrounding community.</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in a significant reduction in the amount of agricultural land? <i>The project site is currently graded and no prior agricultural uses existed on-site. Furthermore, the site is not zoned for agricultural use.</i>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

☒ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

☐ **MITIGATION MEASURES /** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS – 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are any hazardous materials used, transported, produced, handled, or stored on-site? <i>Construction of the proposed project would involve the use of potentially hazardous materials such as vehicle fuels, oils, paints, and transmission fluids. During operation of the proposed project, small quantities of potentially hazardous materials typical of those used at fire stations (i.e., oil and gasoline, cleaning solvents, pesticides for landscaping, etc.) would be used and stored on-site. However, all hazardous materials used during construction and operation would be contained, stored, and used in accordance with applicable regulations and handled in accordance with manufacturer's specifications. As such, risks associated with the use of these materials would be reduced to less than significant levels.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are any pressurized tanks to be used or any hazardous wastes stored on-site? <i>The project would not include the use of any pressurized tanks. Limited amounts of potentially hazardous materials (i.e., oil and gasoline, cleaning solvents, pesticides for landscaping, etc) would be stored on-site for normal fire station operation. As stated above, all hazardous materials would be contained, stored, and used in accordance with applicable regulations and would be handled in accordance with manufacturer's specifications to reduce hazardous materials risk.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected? <i>There are no residential units, schools, or hospitals within 500 feet of the site.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Have there been previous uses that indicate residual soil toxicity of the site? <i>No historical land uses are associated with the site. Prior to recent grading activities, the site was vacant and undisturbed.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment? <i>Limited amounts of potentially hazardous materials (i.e., oil and gasoline, cleaning solvents, pesticides for landscaping, etc.) would be stored on-site during project operation. All hazardous materials would be contained, stored, and used in accordance with applicable regulations and would be handled in accordance with manufacturer's specifications to reduce hazardous materials risk.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? <i>There are no existing or proposed schools within one-quarter mile of the project site. The closest school is Valencia High School located approximately 0.75 mile to the south of the project site.</i></p>
g..	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment? <i>The project site is currently vacant and graded. No active uses currently occur on-site and previously the site was undeveloped. Historically, the site was used for cattle grazing, but this use did not result in any hazardous conditions on-site. Accordingly, the site is not included on the Cortese List, which is updated annually by the California Environmental Protection Agency (Cal-EPA) pursuant to Government Code Section 65962.5.</i></p>

h. ☐ ☒ ☐

Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?

The project site is not located within an airport land use plan or within two miles of a public airport.

i. ☐ ☒ ☐

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Access to the site would be provided from two driveways on Copper Hill Drive, north of Decoro Avenue. All roadway improvements would be constructed in accordance with County Code and standards set forth by LACoFD regarding design and access (i.e., turning radii, internal road widths, and clearance to sky heights).

j. ☐ ☐ ☐

Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Toxic Clean-up Plan

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

☒ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS – 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Can the project be found to be inconsistent with the plan designation(s) of the subject property?</p> <p><i>The project site is designated for commercial uses by the Santa Clarita Valley Area Plan. The project's proposed fire station would be consistent with the existing land use designation.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Can the project be found to be inconsistent with the zoning designation of the subject property?</p> <p><i>The project site is zoned C-2 DP for commercial uses. The proposed fire station is consistent with the C-2 DP zoning.</i></p>
c.				<p>Can the project be found to be inconsistent with the following applicable land use criteria:</p>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hillside Management Criteria?
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SEA Conformance Criteria?
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other?
d..	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project physically divide an established community?</p> <p><i>The project site is surrounded by graded land associated with the West Creek project, a proposed master planned community. The mixed-use Tesoro del Valle project is located further north; Valencia High School, the Valencia Industrial Park, and the Decoro Highlands residential community is located further south; the Lockheed industrial facility is located further west; and beyond the proposed West Creek project to the east lies the North Park and Northridge residential communities. The general vicinity of the site is characterized by existing or planned development in an urbanizing environment. Thus, the proposed fire station would not physically divide an established community.</i></p>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

☐ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No Impact

OTHER FACTORS – 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project cumulatively exceed official regional or local population projections?</p> <p><i>The project does not propose the development of residential units and would not directly generate a new residential population in the area.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p> <p><i>The temporary fire station would employ approximately six employees and the permanent station would employ up to 14 employees. It is expected that project employees would be comprised of those already in the local work force. Thus, any residential growth in the area resulting from the new employment opportunities on-site would be inconsequential. Furthermore, the infrastructure improvements that are part of the project would support on-site uses and would not include major infrastructure that would induce growth.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project displace existing housing, especially affordable housing?</p> <p><i>No existing residential uses are present on the project site.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?</p> <p><i>The project would not result in a substantial job/housing imbalance. Rather, the project would have a beneficial impact on the area's job/housing balance by providing new employment opportunities within the residential dominated Santa Clarita Valley. Consequently, local residents in the area would have increased opportunities to work nearer to their homes. Thus, the project could reduce the VMT in the project vicinity.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project require new or expanded recreational facilities for future residents?</p> <p><i>The project would not directly generate a new residential population that would increase the demand for parks and recreational facilities.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p> <p><i>No existing residential uses are present on the project site.</i></p>
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

☐ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No Impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

Yes No Maybe

a. ☐ ☒ ☐

Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

The project site is graded and vacant. No fish or wildlife species, plant or animal community, or endangered plant or animal exists on the project site. Furthermore, no important historical resources exist on the site.

b. ☐ ☒ ☐

Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the Project would have no impact. Environmental issues meeting this criterion include biota, mineral resources, and agricultural resources. Project compliance with applicable regulations would preclude cumulative impacts for a number of environmental issues. As such, compliance with applicable federal, state and county regulations, and mitigation measures therein, would preclude significant cumulative impacts with regard to geotechnical, flood, fire, noise, water quality, air quality, biota, archaeological/historical/paleontological, mineral resources, agricultural resources, visual qualities, traffic/access, sewage disposal, education, fire/sheriff, utilities, general, environmental safety, land use, population/housing/employment/recreation, and mandatory findings.

c. ☐ ☒ ☐

Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?

Based on the above explanations, there are no environmental effects associated with the project that would cause substantial adverse effects on human beings, either directly or indirectly.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

would reach as high as 50 dBA, which is less than the County's noise limit of 60 dBA, during daytime hours. There are no nighttime construction activities. It is anticipated that noise generated during construction of the project would not result in significant noise impact at the nearest residential community.

2. INTRODUCTION

PCR Services Corporation (PCR) conducted an environmental noise assessment with regard to the proposed Fire Station 156 located in the unincorporated area of Los Angeles County. The primary objectives of this study were to identify the noise impact from (1) the typical everyday operation of the Fire Station and (2) construction of the project.

Project Description

The project site is generally located northeast of Interstate 5, north of the Santa Clarita River and the City of Santa Clarita, and west of San Francisquito Creek within unincorporated Santa Clarita Valley, Los Angeles County. The project site is immediately surrounded by partially natural hillside associated with an open space lot to the north and west, while areas to the south and east have been graded in accordance with previous permits and approvals associated with the West Creek project. The project site has been graded and vacant. Currently, the nearest residential uses are approximately 0.4 mile south of the project site. A surrounding land use map showing the project location and the residential uses is provided in Figure 1.

The project proposes construction of a Fire Station consisting of a 7,844 square-foot firehouse with a 2,960 square-foot apparatus bay to accommodate six vehicles, including a fire engine, a reserve water tender, a reserve patrol car, a D-9 dozer, a tractor trailer, and a dozer support vehicle. Other equipment on-site would include a 200-kilowatt (kw) generator.

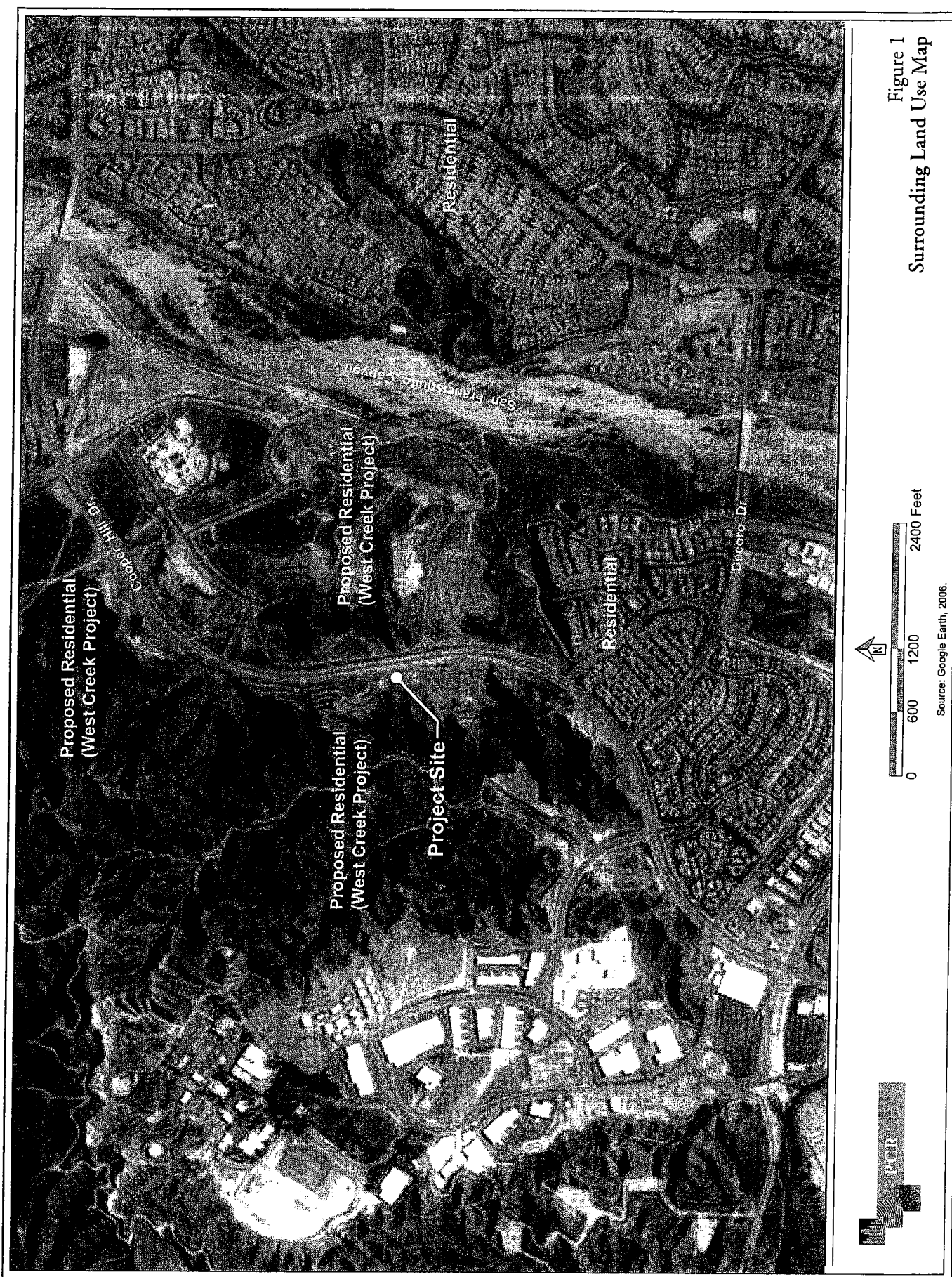


Figure 1
Surrounding Land Use Map

Source: Google Earth, 2006.

3. NOISE IMPACT ANALYSIS

County of Los Angeles Noise Ordinance

Noise standards/limits for both operation and construction activities are specified in the County of Los Angeles Municipal Code (LAMC), Chapter 12.08 – Noise Control.

Operational – LAMC Chapter 12.08.390 specifies a maximum noise level of 45 dBA and 50 dBA in a residential zone, for nighttime and daytime hours, respectively. These noise limits are applied to noise sources which last a minimum of 30 minutes in an hour. In addition, noise from the fire engine siren is exempt from the County's Exterior Noise Standard as it is necessary for the protection of public safety, per LAMC Section 12.08.570.

Construction – LAMC Chapter 12.08.440 specifies maximum noise level for construction activities at residential structures as follows:

- a) Mobile Equipment – Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

Period	Maximum Noise Level due to Construction Activities at Single-family Residential
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA

- b) Stationary Equipment - Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

Period	Maximum Noise Level due to Construction Activities at Single-family Residential
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50 dBA

Noise Impact – Operation

Traffic – The Station will have a total of 16 firefighters; however, it will only have 8 firefighters on duty at any one time. The Station also includes 2 parking stalls for visitors. Based on the estimated daily business trips of 2-3 and the anticipated number of fire station crew at any one time, the total daily trips generation will be minimal compared to the current daily traffic on local roads in the vicinity of the fire station, i.e, Copperhill Drive. It is estimated that the change in existing noise level attributed to the project auto traffic would be less than 1 dBA. In an outdoor environment, a change of 1 dBA would not be noticeable. Therefore, no significant noise impact is anticipated.

Operational Equipment – Noise generated equipment associated with the typical operation of the Station would include building HVAC equipment (i.e., outdoor condenser fans), external public address system, and an emergency power generator (maximum power of 200 KW).

- *HVAC Equipment* – Typical outdoor condenser fan generates a noise level of 75 dBA at 10 feet. The nearest residential community is about 2,100 feet (0.4 mile) away. It is estimated that the HVAC equipment noise level at the nearest residential community would be less than 30 dBA, which is 10 decibels lower than the County's limit of 45 dBA (nighttime hours).
- *Public Address System* – The station will have an outdoor public address (PA) system that would only be used between 08:00 to 17:00 (daytime hours). The PA system is typically used to broadcast spoken words (i.e. announcements). The potential noise effects of the PA system on the environment are assessed using the maximum noise metric. The County's noise ordinance identifies noise impact when the intruding sound is minimum 20 dB above the base exterior noise limit. That is, the maximum allowable noise at the residential uses during daytime hours is 70 dBA (50 dBA + 20 dBA). The public address system specifications indicate the maximum noise output level of 120 dB (sound power level). The estimated maximum noise level at the nearest residence due to the PA operation would be less than 50 dBA, which is 20 decibels lower than the County's limit of 70 dBA (maximum noise level).
- *Generator* – The fire station emergency electrical power generator will only be used during power outages; however, the generator equipment will typically be tested for 30 minutes each week to ensure the operational readiness of the generator. The generator technical specification specifies a noise level of 82 dBA at a 10-foot distance. The estimated generator noise level at the nearest

residential uses would be 37 dBA, which is well below the allowable 45 dBA County noise criteria for the residential uses during nighttime hours. Therefore, the emergency generator noise level will not pose any significant noise impact.

Emergency Equipment – According to the Fire District, it is estimated that the proposed station would have up to four daily emergency responses and one non-emergency response. Fire engine sirens in connection with emergency responses would generate a high level of noise along the response routes, which would be occasional and short-lived, typically lasting less than five seconds as it passes through the intersections. The primary purpose of the siren is to generate a sound level louder than the ambient noise to effectively alert others of an approaching fire engine, in particular drivers in cars with windows closed. Siren use would be at the discretion of the emergency vehicle operator except at controlled intersections where use of the siren is mandatory. In addition, due to the proximity of the proposed fire station to its service area, the siren noise generated from emergency responses for calls within the station's primary response jurisdiction will have less of an overall impact to the community in comparison to the current fire station (Fire Station 111) currently providing fire and life safety services to the area, as trucks from Fire Station 111 are traveling a greater distance to service this area. Furthermore, the addition of the traffic signal at the fire station's emergency driveway will further limit the need for the fire engine to sound its siren when gaining access onto Copperhill Drive. Lastly, as described in the previous Section, noise from the fire engine siren is exempt from the County's Exterior Noise Standard as it is emitted for the purpose of alerting persons to the existence of an emergency.

In summary, the estimated noise levels generated by the operation of the Station at the nearest residential community are well below the County's Exterior Noise Standard. Furthermore, as the proposed project may substantially increase noise levels in the project vicinity, the siren is required to ensure public safety. The estimated number of occurrences would be minimal and sirens would likely sound for a shorter duration due to the fire station's proximity to its service area. Thus, potential significant noise impact would be less than significant and noise mitigation measures would not be required.

Noise Impact – Construction

Noise impacts from project construction activity is a function of the sound generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. The primary noise from the construction activities would be generated by vehicles and equipment involved during various stages of construction operations. Three general types of construction activities are: (1) demolition; (2) site preparation/grading; and (3) construction of the building.

Construction activities that typically generate the highest noise levels are site grading and excavation, which include use of heavy equipment (i.e., bulldozers, loaders, concrete trucks). Average noise levels in the range of 75 to 85 dBA (at the distance of 50ft from center of construction activities) can be expected. As described in Section 2, the project site has been graded, therefore it is estimated that noise levels at the nearest residences due to project construction of the building, would be 40 to 50 dBA, which is less than the County's noise limit of 60 dBA, during daytime hours. It is anticipated that noise generated during construction of the project would not result in a significant noise impact at the nearest residential community.

Appendix B: Air Quality Technical Report

AIR QUALITY TECHNICAL REPORT

Proposed Fire Station 156

Prepared by:

PCR SERVICES CORPORATION

October 24, 2006

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1.0 EXECUTIVE SUMMARY

1.1 FINDINGS

This report provides an analysis of potential air quality impacts related to the proposed temporary facility and subsequent permanent fire station located in the unincorporated Santa Clarita Valley area of Los Angeles County. All analyses have been conducted in compliance with the County of Los Angeles and South Coast Air Quality Management District (SCAQMD) requirements for air quality assessments in support of California Environmental Quality Act (CEQA) documentation. The findings of the analysis are as follows:

- Project construction would not cause an exceedance of daily regional or local emission thresholds set forth by the SCAQMD.
- Project operations would not cause an exceedance of daily regional or local emission thresholds set forth by the SCAQMD.
- Project operations would not expose off-site receptors to significant levels of toxic air contaminants.
- The project would be consistent with air quality policies set forth by the SCAQMD and the Southern California Association of Governments (SCAG).
- The project would not result in a cumulative air quality impact.

2.0 INTRODUCTION

2.1 PURPOSE

This study was prepared to assess potential air quality impacts that may occur as a result of implementation of the proposed fire station. Emissions associated with both construction and operation of the new facility were analyzed, as required under CEQA.

2.2. SITE LOCATION

The project site is located in the unincorporated Santa Clarita Valley area of Los Angeles County, which is under the jurisdiction of the SCAQMD. The project site location, in a regional and a local context, is illustrated in Figure 1 on page 3.

2.3 PROJECT DESCRIPTION

The proposed project consists of three phases, each of which will be analyzed separately. Phase 1 includes the construction of the temporary facility. Phase two includes operation of the temporary facility and concurrent construction of the permanent facility. Phase three evaluates the future operation of the permanent facility.

Construction is expected to begin in 2007 and would last approximately 9 months for the temporary facility followed by approximately 12 months of construction for the permanent facility. Final build out including demolition of the temporary facility would occur in 2009. Site preparation and grading would require limited soil hauling and would require approximately one and a half months to complete. Coarse grading has already occurred around the proposed fire station site and is not considered part of this project.

The temporary structure includes a 1,488 square foot modular home and a 1,350 square foot prefabricated metal building on an undeveloped property. The temporary facility would also include 3 full time employees and 1 fire engine during operation. The permanent structure would include a 7,805 square foot firehouse with an additional 2,960 square feet of apparatus bays. During operation, it would include 7 full-time staff and 6 pieces of on-road emergency response equipment. The project would also include landscaped surface parking areas surrounding the building. The closest sensitive receptors are located approximately 2,100 feet away from the site. The site plan illustrating the layout of the project and access is provided in Figure 2 on page 4.

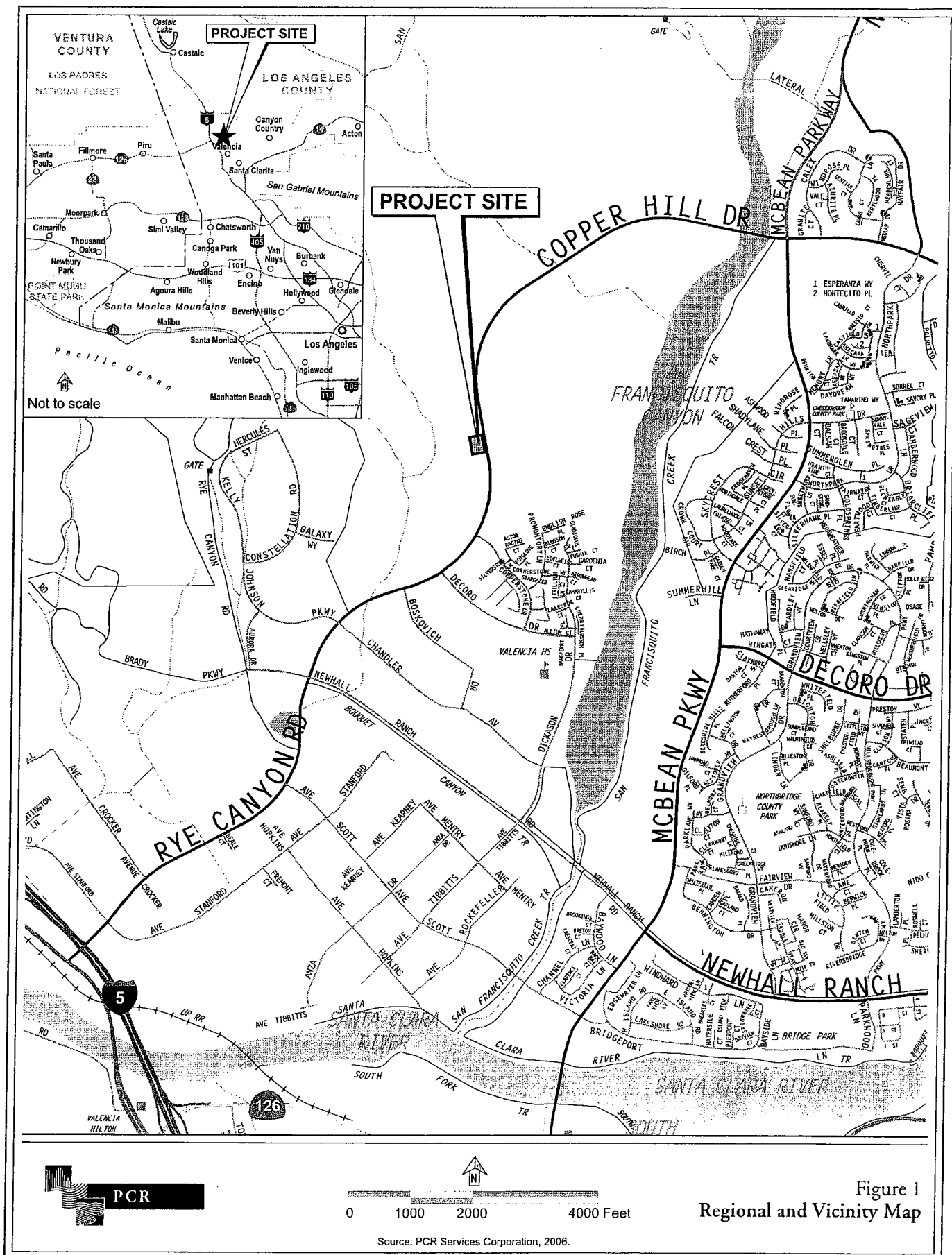
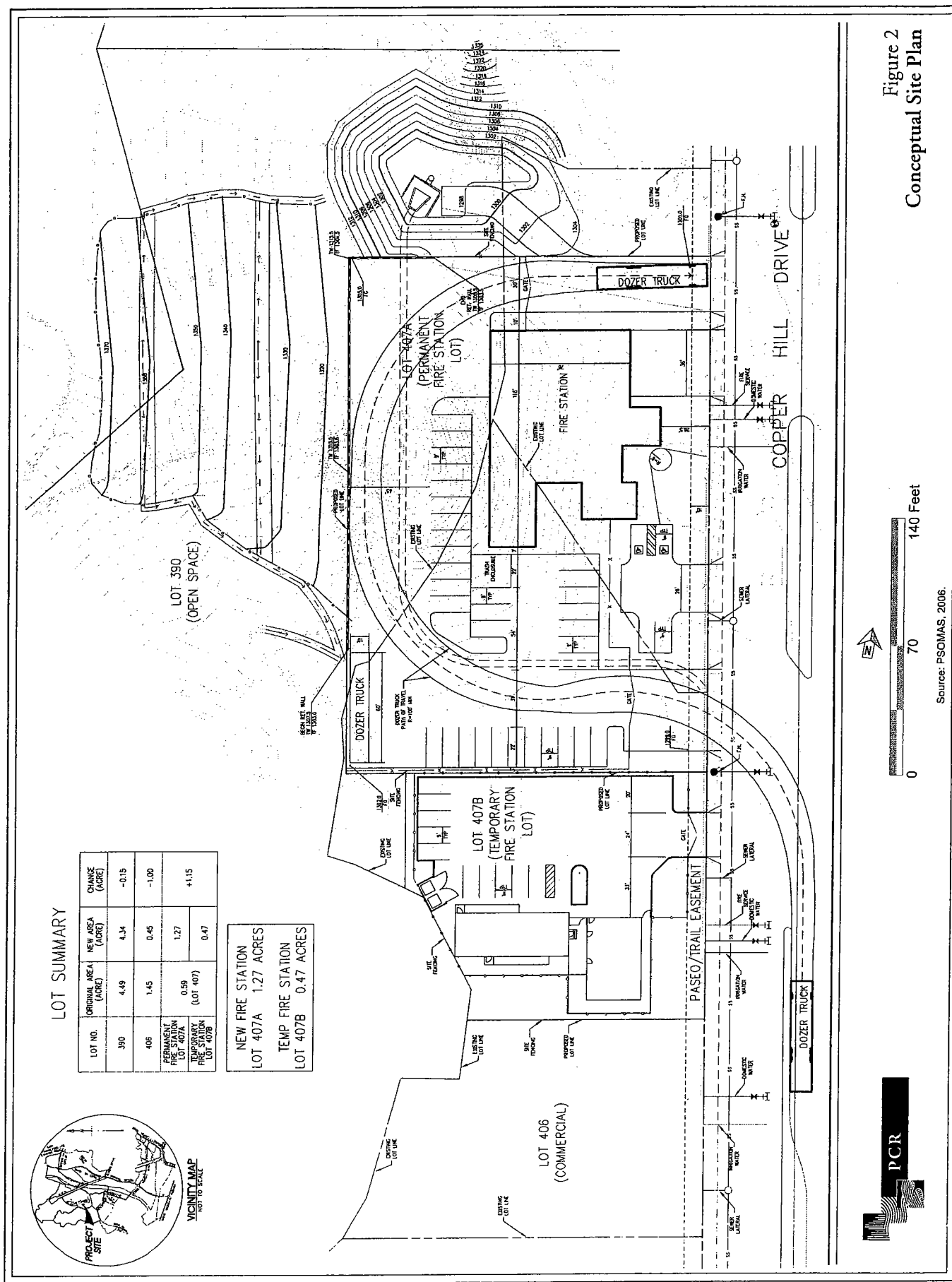


Figure 1
Regional and Vicinity Map

Source: PCR Services Corporation, 2006.



The fire station is needed to service current and future development in the area, and would require new equipment and employees to service these areas. The nearest fire station is 7 miles away and upon build out this station would no longer need to service the areas outside their service radius.

3.0 AIR QUALITY ASSESSMENT

The air quality assessment includes a discussion of applicable significance thresholds, requirements and methodologies. The analyses follow the SCAQMD CEQA Air Quality Handbook (Handbook), and include assessment of potential construction and operation impacts for the project.

3.1. SIGNIFICANCE THRESHOLDS

Based on the SCAQMD's regulatory role, the significance thresholds and analysis methodologies in the SCAQMD Handbook guidance document have been used in evaluating project impacts.

Based on criteria set forth in the SCAQMD Handbook, the project would have a significant impact with regard to construction emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 75 pounds a day for VOC, (2) 100 pounds per day for NO_x, (3) 550 pounds per day for CO, and (4) 150 pounds per day for PM₁₀ or SO_x.¹

Furthermore, based on criteria set forth in the SCAQMD Handbook, the project would have a significant impact with regard to operational emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC; (2) 55 pounds per day for NO_x; (3) 550 pounds per day for CO; and (4) 150 pounds per day for PM₁₀ or SO_x.²

¹ South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.

² Ibid.

Interim Operation_Construction.txt

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Winter)

Construction Start Month and Year: June, 2008
 Construction Duration: 12
 Total Land Use Area to be Developed: 0 acres
 Maximum Acreage Disturbed Per Day: 0 acres
 Single Family Units: 1 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	4.70	30.69	38.25	-	1.15	1.15	0.00
On-Road Diesel	0.03	0.50	0.09	0.00	0.01	0.01	0.00
Worker Trips	0.06	0.08	1.26	0.00	0.00	0.00	0.00
Maximum lbs/day	4.79	31.27	39.60	0.00	1.16	1.16	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	34.85	38.69	-	1.42	1.42	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.96	34.85	38.73	0.00	1.42	1.42	0.00
Max lbs/day all phases	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	33.27	39.85	-	1.34	1.34	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.72	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Interim Operation_Construction.txt

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
TOTALS (lbs/day, mitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00
TOTALS (lbs/day, mitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.09	0.01	0.04	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.07	0.10	0.80	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.16	0.11	0.84	0.00	0.10

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
TOTALS (lbs/day, mitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00
TOTALS (lbs/day, mitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.65	0.03	1.04	0.00	0.15

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.07	0.12	0.84	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.73	0.15	1.89	0.00	0.26

Initial Construction.txt							
Bldg Const Off-Road Diesel	2.72	20.78	20.15	-	0.93	0.93	0.00
Bldg Const Worker Trips	0.01	0.02	0.25	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	2.73	20.79	20.40	0.00	0.93	0.93	0.00
Max lbs/day all phases	2.73	20.79	22.93	0.00	0.93	0.93	0.00

*** 2008***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	2.72	19.77	20.89	-	0.84	0.84	0.00
Bldg Const Worker Trips	0.01	0.02	0.24	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	5.84	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.57	19.79	21.17	0.00	0.84	0.84	0.00
Max lbs/day all phases	8.57	19.79	21.17	0.00	0.84	0.84	0.00

Construction-Related Mitigation Measures

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '07

Phase 2 Duration: 0.9 months

On-Road Truck Travel (VMT): 8

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '07

Phase 3 Duration: 7.1 months

Start Month/Year for SubPhase Building: Jun '07

SubPhase Building Duration: 7.1 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.620	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Jan '08

SubPhase Architectural Coatings Duration: 0.7 months

Start Month/Year for SubPhase Asphalt: Jan '08

SubPhase Asphalt Duration: 0.4 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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Initial Construction.txt
URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day, unmitigated)	2.73	20.79	22.93	0.00	0.93	0.93	0.00
TOTALS (lbs/day, mitigated)	2.73	20.79	22.93	0.00	0.93	0.93	0.00
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	8.57	19.79	21.17	0.00	0.84	0.84	0.00
TOTALS (lbs/day, mitigated)	8.57	19.79	21.17	0.00	0.84	0.84	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.09	0.01	0.04	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.08	0.12	0.94	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.17	0.13	0.98	0.00	0.10

URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 8
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 1 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	2.63	15.94	22.33	-	0.57	0.57	0.00
On-Road Diesel	0.01	0.21	0.04	0.00	0.00	0.00	0.00
Worker Trips	0.02	0.04	0.56	0.00	0.00	0.00	0.00
Maximum lbs/day	2.66	16.19	22.93	0.00	0.57	0.57	0.00

Phase 3 - Building Construction

Appendix A-1

- Construction Emissions
 - Construction Emissions
 - Temporary Facility
 - Permanent Facility

Consistency with Regional Air Quality Plan

The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone and PM₁₀). The project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. SCAG serves as the federally designated metropolitan planning organization (MPO) for the southern California region. With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP, and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP strategy incorporate projections from local planning documents.

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The project is also consistent with local zoning ordinances. Because the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the proposed Project would be consistent with the projections in the AQMP. In summary, project development would not conflict with or obstruct implementation of the AQMP.

Table 4
Emissions from Operation of the Permanent Facility
(Pounds per Day)

Emission Source	CO	NO_x	PM₁₀	VOC	SO_x
Project					
On Road Mobile Sources ^{a,d}	4	8	< 1	< 1	< 1
Stationary Sources ^{b,e}	9	47	3	3	3
Area Source ^c	0	< 1	< 1	1	< 1
Total Project	13	55	3	3	3
 SCAQMD daily Significance Threshold	550	55	150	55	150
Over (Under)	(537)	(0)	(147)	(51)	(147)
Significant?	No	No	No	No	No

^a Mobile emissions calculated using the URBEMIS 2002 emissions model. Model output sheets are provided in Appendix A of this Technical Report.

^b Emissions due to project-related electricity generation, calculated based on guidance provided in the SCAQMD's CEQA Air Quality Handbook. Worksheets are provided in Appendix A of this Technical Report.

^c Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes).

^d On-road HHDV vehicle exhaust was added to the mobile source line for a worst-case day using the USEPA AP42 emission factors. Specific data associated with this can be found in Appendix A.

^e Stationary source data includes emissions from both the above ground storage tanks and emergency generators. Emission profiles were calculated using the CARB program Tanks 4.0.9d and can be found in Appendix A.

Sources: PCR Services Corporation, 2006.

sources. The project includes two above ground storage tanks, one diesel and one unleaded gasoline. A Tier 1 analysis was performed in accordance with significance criteria and methodology of Rule 1401. The nearest sensitive receptors are located 640m away. Screening levels have been established for source receptor distances of 25m, 50m, and 100m. This analysis uses values for 100m which is a conservative analysis. Using Tanks 4.0.9d, VOC emission totals were calculated for both the diesel and gasoline storage tanks. Due to the low vapor pressure and TAC content of diesel fuels, this screening focused solely on the unleaded fuel tank. The TAC content of gasoline vapors (lbs pollutant/lbs VOCs) was obtained from industry literature, and applied to the VOC calculations from Tanks 4.0.9d. The calculations yielded a maximum hazard index of 0.76 for chronic exposure and 0.23 for acute exposure, which can be found in Appendix A. In addition, the carcinogenic health risks were estimated to be approximately 0.78 in one million for all TACs. The results of this conservative screening are all below significance thresholds. Thus, impacts resulting from emissions of TACs would be considered less than significant.

Table 3

**Emissions from Operation of the Temporary Facility
(Pounds per Day)**

Emission Source	CO	NO_x	PM₁₀	VOC	SO_x
Project					
On Road Mobile Sources ^{a,d}	1	1	< 1	< 1	< 1
Stationary Sources ^b	< 1	< 1	< 1	< 1	< 1
Area Source ^c	< 1	< 1	< 1	< 1	< 1
Total Project	1	1	< 1	< 1	< 1
 SCAQMD daily Significance Threshold	550	55	150	55	150
Over (Under)	(549)	(54)	(150)	(55)	(150)
Significant?	No	No	No	No	No

^a Mobile emissions calculated using the URBEMIS 2002 emissions model. Model output sheets are provided in Appendix A of this Technical Report.

^b Emissions due to project-related electricity generation, calculated based on guidance provided in the SCAQMD's *CEQA Air Quality Handbook*. Worksheets are provided in Appendix A of this Technical Report.

^c Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes).

Sources: PCR Services Corporation, 2006.

Localized Operational Impacts

Within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations. A CO analysis for this project was not conducted because the limited number of vehicle trips associated with the project would not contribute to congestion. Therefore, localized operational emissions would be less than significant.

Operation Related Toxic Air Contaminants

Operational air toxics result from both mobile and stationary sources. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates and has provided guidance for analyzing mobile source diesel emissions.⁷ However, operation of a fire station would not generate a substantial increase in emissions from mobile

⁷ SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.

and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would not be significant.

Operational Impacts

Regional Operations Impacts

Implementation of the proposed Project would not result in an increase in the number of emergency and non-emergency Fire Department vehicle trips. Operation of the Fire Station may result in a decrease in the vehicle miles traveled, as this station is closer to the residences and businesses than existing stations. However, as a worst-case evaluation, this study considers emissions from both the new employee commuter trips and Fire Station truck trips as incremental sources of emissions.

Operational impacts include worst-case scenario days for the operation of two above-ground gasoline and diesel storage tanks, and a diesel powered 200 Kw emergency generator. The emissions associated with the storage tanks were calculated using the CARB TANKS 4.0.9d program and the emergency generators were calculated using emission factors contained in the USEPA AP42 Tables, and are described as a stationary source during operation. More information regarding stationary source emissions can be found in Appendix A. Operational emissions also contain mobile sources including fire engines and other associated emergency response equipment. These emissions were calculated using Heavy Heavy Duty Vehicle (HHDV) emission factors published by SCAQMD, which can also be found in Appendix A. Operational emission values can be found in Table 3 and Table 4 on pages 13 and 14 respectively.

Regional air pollutant emissions associated with project operations would be generated by the consumption of electricity, natural gas, and storage/allotment of gas and diesel fuels. Commuter trips and the operation of on-road vehicles for emergency response would also contribute to regional air emissions. Pollutant emissions associated with energy demand (i.e., electricity) are classified by the SCAQMD as regional stationary source emissions. Electricity is considered an area source since it is produced at various locations within, as well as outside of, the Basin. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9) and URBEMIS 2002. As such, project-related impacts during operation of both the temporary and permanent facilities would be less than significant.

Table 2

Emissions from Concurrent Construction of the Permanent Facility and Operation of Temporary Facility^a
(pounds/day)

Stage	VOC	NO _x	CO	SO _x	PM ₁₀ ^b
Site Preparation (3 months)	5	30	41	< 1	1
Building Erection/Finishing (12 months)	9	33	41	< 1	1
Maximum Regional Emissions	9	33	43	< 1	1
Regional Operational Daily Significance Threshold	550	55	150	55	150
Over (Under)	(541)	(54)	(107)	(55)	(149)
Significant?	No	No	No	No	No
Regional Construction Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(66)	(67)	(507)	(150)	(149)
Exceed Threshold?	No	No	No	No	No
Maximum Localized Emissions					
Maximum On-site Emissions	13	63	80	< 1	2
Localized Significance Threshold ^c	-	147	452	-	4
Over/(Under) Threshold	-	(84)	(372)	-	(2)
Exceed Threshold?	NA	No	No	NA	No

^a Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this Technical Report.

^b PM₁₀ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

^c Regional operational emissions were added to the Maximum regional emissions stage of Table 1 to account for both operation of temporary facility and simultaneous construction of the permanent facility. Construction of the temporary facility was not addressed as we are calculating worst-case scenarios, which for this project was construction of the permanent facility. Emission data associated with the construction of the temporary facility can be found in Appendix A.

Source: PCR Services Corporation, 2006.

Construction Related Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively short-term construction schedule of 12 months, the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions with no residual emissions after construction

Table 1
Emissions from Construction of the Temporary Facility^a
(pounds/day)

Stage	VOC	NO_x	CO	SO_x	PM₁₀^b
Site Preparation (3 months)	2.66	16.2	22.9	0	0.57
Building Erection/Finishing (12 months)	8.57	20.8	21.2	0	0.93
Maximum Regional Emissions	9	21	23	<1	1
Regional Construction Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(66)	(79)	(527)	(150)	(149)
Exceed Threshold?	No	No	No	No	No
Maximum Localized Emissions	9	21	22	<1	1
Maximum On-site Emissions	-	147	452	-	4
Localized Significance Threshold ^c	-	(126)	(430)	-	(3)
Over/(Under) Threshold	-	No	No	-	No
Exceed Threshold?	-	147	452	-	4

^a Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this Technical Report.

^b PM₁₀ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

Source: PCR Services Corporation, 2006.

Presented in Table 1 and Table 2 on pages 10 and 11, construction-related daily (short-term) emissions would not exceed SCAQMD significance thresholds⁶ for CO, NO_x, PM₁₀, VOC, or SO_x, even when added to the concurrent operation of the temporary facility. Thus, regional construction emissions would result in a less than significant short-term air quality impact.

Localized Construction Impacts

As mentioned previously, the localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look up tables provided in the LST document were used to determine localized construction emissions thresholds for the Project. The unmitigated maximum daily localized emissions and localized significance thresholds are also presented in Table 2. As shown therein, maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for CO, NO_x, and PM₁₀. Therefore, with respect to localized emissions from construction activities, the impact would be less than significant.

⁶ Significance thresholds were applied to both SCAQMD construction and operation thresholds since the emissions from construction of the permanent facility and operation of the temporary facility were combined.

to back-calculate the emissions necessary to exceed a concentration equivalent to $50 \mu\text{g}/\text{m}^3$ over five hours, which is the SCAQMD Rule 403 control requirement.

Operations

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model, which multiplies the estimated daily vehicle miles traveled by applicable EMFAC2002 emissions factors. The URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions are provided in Appendix A of this report. Additional on-road emissions and stationary source emissions from associated fire station equipment were calculated using emission factors provided by the SCAQMD and the USEPA. These emissions were calculated conservatively based on the worst-case scenario and were added to the operational emission tables contained in this report. Stationary-source emissions were compiled using procedures outlined in the SCAQMD Handbook. Emissions from the two above ground storage tanks were analyzed as a stationary source using the TANKS 4.0.9d program.

Toxic Air Contaminants (TAC) Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) if necessary. If it is determined that the proposed project would introduce a new source, or modify an existing TAC emissions source, then downwind sensitive receptor locations are identified and a Tier 1 screening level analysis is conducted. The Tier 1 analysis determines health risk based on pollutant screening levels, which are determined based on distance to sensitive receptors and percent VOC content in fuels.

3.3 AIR QUALITY IMPACT ANALYSIS

Construction Impacts

Regional Construction Impacts

Emissions were evaluated using conservative estimates, representing a worst case day. Table 1 on page 10 displays emission data from Phase 1 or construction of the temporary facility. Construction does not require any demolition and limited site grading, which results in minimal construction emissions. As seen in Table 2 on page 11, emissions stemming from operation of the temporary facility and construction of the permanent facility were evaluated simultaneously.

3.2 METHODOLOGY

Construction

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from excavation and construction activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as excavators, bulldozers, and wheeled loaders. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release reactive organic compounds. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. The equipment mix and construction duration for each phase is detailed in Appendix A of this Technical Report.

Mass daily emissions during construction were compiled using URBEMIS 2002, which is an emissions estimation/evaluation model developed by the California Air Resources Board (ARB) that is based, in part, on SCAQMD CEQA Air Quality Handbook guidelines and methodologies. The URBEMIS 2002 model separates the construction process into three stages. The first stage is building demolition with emissions resulting from demolition dust, any debris haul truck trips, equipment exhaust, and worker commute exhaust. The second stage of construction is site preparation (e.g., excavation) with emissions resulting from fugitive dust, equipment exhaust, and worker commute exhaust. Emissions from the third stage of construction include equipment exhaust from building construction and asphalt paving, VOC emissions from architectural coating and asphalt paving, and worker commute exhaust. A complete listing of the construction equipment by phase and construction phase duration assumptions used in this analysis is included within the URBEMIS 2002 printout sheets that are provided in Appendix A of this Technical Report.

Emissions for the localized construction air quality analysis were compiled using localized significance thresholds (LST) methodology promulgated by the SCAQMD. Similar to regional emissions, localized on-site emissions were calculated using URBEMIS 2002. LSTs were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. LSTs for CO and NO₂ were derived by adding the incremental emissions impacts from the project activity to the peak background NO₂ and CO concentrations and comparing the total concentration to the most stringent air quality standards. Construction PM₁₀ LSTs were derived using a dispersion model

- The project would cause an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively, at an intersection or roadway within one-quarter mile of a sensitive receptor.³

The determination of the significance of toxic air contaminants shall be made on a case-by-case basis, considering the following factors:

- The regulatory framework for the toxic material(s) and process(es) involved;
- The proximity of the toxic air contaminants to sensitive receptors;
- The quantity, volume and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and
- The degree to which project design will reduce the risk of exposure.

Based on these guidelines, the project would have a significant impact from toxic air contaminants, if:

- On-site stationary sources emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million or an acute or chronic hazard index of one;⁴
- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety; or
- The project would be occupied primarily by sensitive individuals within 0.25 mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401.⁵

³ Where the CO standard is exceeded at the intersection, a project would result in a significant impact if the incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

⁴ SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 1998.

⁵ SCAQMD, *CEQA Air Quality Handbook*, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.

Interim Operation_Construction.txt							
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.68	33.27	39.93	0.00	1.34	1.34	0.00
Max lbs/day all phases	8.68	33.27	39.93	0.00	1.34	1.34	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '08

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 24

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '08

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '08

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '09

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '09

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.01	0.01	0	0.00
Hearth	0.57	0.02	1.04	0.00	0.15
Landscaping - No winter emissions					
Consumer Prdcts	0.05	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.65	0.03	1.04	0.00	0.15

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	0.07	0.12	0.84	0.00	0.10
TOTAL EMISSIONS (lbs/day)	0.07	0.12	0.84	0.00	0.10

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	0.33	10.00 trips/dwelling unit	1.00	10.00
Sum of Total Trips				10.00
Total Vehicle Miles Traveled				66.91

Vehicle Assumptions:

Interim Operation_Construction.txt

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMPAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2008
 Construction Duration: 12
 Total Land Use Area to be Developed: 0 acres
 Maximum Acreage Disturbed Per Day: 0 acres
 Single Family Units: 1 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	4.70	30.69	38.25	-	1.15	1.15	0.00
On-Road Diesel	0.03	0.50	0.09	0.00	0.01	0.01	0.00
Worker Trips	0.06	0.08	1.26	0.00	0.00	0.00	0.00
Maximum lbs/day	4.79	31.27	39.60	0.00	1.16	1.16	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	34.85	38.69	-	1.42	1.42	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.96	34.85	38.73	0.00	1.42	1.42	0.00
Max lbs/day all phases	4.96	34.85	39.60	0.00	1.42	1.42	0.00

Interim Operation_Construction.txt

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	4.96	33.27	39.85	-	1.34	1.34	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.72	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.68	33.27	39.93	0.00	1.34	1.34	0.00

Max lbs/day all phases	8.68	33.27	39.93	0.00	1.34	1.34	0.00
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Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '08

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 24

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '08

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '08

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '09

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '09

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.01	0.01	0	0.00
Hearth - No summer emissions					
Landscaping	0.00	0.00	0.03	0.00	0.00
Consumer Prdcts	0.05	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.09	0.01	0.04	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

ROG	NOx	CO	SO2	PM10
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Interim Operation_ConstructionVOC.txt
URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
TOTALS (lbs/day, mitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00
TOTALS (lbs/day, mitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.09	0.01	0.04	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.08	0.09	0.90	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.16	0.11	0.94	0.00	0.10

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2008
Construction Duration: 12
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 1 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	4.70	30.69	38.25	-	1.15	1.15	0.00
On-Road Diesel	0.03	0.50	0.09	0.00	0.01	0.01	0.00
Worker Trips	0.06	0.08	1.26	0.00	0.00	0.00	0.00
Maximum lbs/day	4.79	31.27	39.60	0.00	1.16	1.16	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	34.85	38.69	-	1.42	1.42	0.00

Interim Operation_ConstructionVOC.txt							
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.96	34.85	38.73	0.00	1.42	1.42	0.00
Max lbs/day all phases	4.96	34.85	39.60	0.00	1.42	1.42	0.00

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	33.27	39.85	-	1.34	1.34	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.72	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.68	33.27	39.93	0.00	1.34	1.34	0.00
Max lbs/day all phases	8.68	33.27	39.93	0.00	1.34	1.34	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '08
Phase 2 Duration: 1.3 months
On-Road Truck Travel (VMT): 24
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '08

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '08

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '09

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '09

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
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Appendix A-2

- SCAQMD Rule 403 (Fugitive Dust) Control Requirements

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

- (1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.
- (2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.
- (3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.
- (4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.
- (5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

- (6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.
- (7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.
- (8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.
- (9) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.
- (10) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.
- (11) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:
 - (A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;
 - (B) been paved or otherwise covered by a permanent structure; or
 - (C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.
- (12) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

- (13) **EARTH-MOVING ACTIVITIES** means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.
- (14) **DUST CONTROL SUPERVISOR** means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.
- (15) **FUGITIVE DUST** means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.
- (16) **HIGH WIND CONDITIONS** means that instantaneous wind speeds exceed 25 miles per hour.
- (17) **INACTIVE DISTURBED SURFACE AREA** means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.
- (18) **LARGE OPERATIONS** means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards) or more three times during the most recent 365-day period.
- (19) **OPEN STORAGE PILE** is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.
- (20) **PARTICULATE MATTER** means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.
- (21) **PAVED ROAD** means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

- (22) PM₁₀ means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.
- (23) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.
- (24) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.
- (25) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.
- (26) SIMULTANEOUS SAMPLING means the operation of two PM₁₀ samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.
- (27) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.
- (28) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.
- (29) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

- (30) **TYPICAL ROADWAY MATERIALS** means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.
- (31) **UNPAVED ROADS** means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.
- (32) **VISIBLE ROADWAY DUST** means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.
- (33) **WIND-DRIVEN FUGITIVE DUST** means visible emissions from any disturbed surface area which is generated by wind action alone.
- (34) **WIND GUST** is the maximum instantaneous wind speed as measured by an anemometer.

(d) **Requirements**

- (1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:
 - (A) the dust remains visible in the atmosphere beyond the property line of the emission source; or
 - (B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.
- (2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.
- (3) No person shall cause or allow PM₁₀ levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent

method for PM₁₀ monitoring. If sampling is conducted, samplers shall be:

- (A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM₁₀.
 - (B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.
- (4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.
- (5) After January 1, 2005, no person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.
- (A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.
 - (B) Pave the surface extending at least 100 feet and at least 20 feet wide.
 - (C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
 - (D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
 - (E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(e) Additional Requirements for Large Operations

- (1)** Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:
 - (A)** submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;
 - (B)** include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;
 - (C)** maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;
 - (D)** after January 1, 2005, install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;
 - (E)** after January 1, 2005, identify a dust control supervisor that:
 - (i)** is employed by or contracted with the property owner or developer;
 - (ii)** is on the site or available on-site within 30 minutes during working hours;
 - (iii)** has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;
 - (iv)** has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and
 - (F)** notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

- (2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).
- (f) **Compliance Schedule**
The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.
- (g) **Exemptions**
- (1) The provisions of this Rule shall not apply to:
- (A) Agricultural operations directly related to the raising of fowls or animals and agricultural operations, provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.
- (B) Agricultural operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:
- (i) voluntarily implements the conservation practices contained in the Rule 403 Agricultural Handbook;

- (ii) completes and maintains the self-monitoring form documenting sufficient conservation practices, as described in the Rule 403 Agricultural Handbook; and
 - (iii) makes the completed self-monitoring form available to the Executive Officer upon request.
- (C) Agricultural operations outside the South Coast Air Basin, until January 1, 2005, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:
 - (i) voluntarily implements the conservation practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and
 - (ii) completes and maintains the self-monitoring form documenting sufficient conservation practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and
 - (iii) makes the completed self-monitoring form available to the Executive Officer upon request.
- (D) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.
- (E) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.
- (F) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.
- (G) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.
- (H) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

- (i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and
 - (ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.
- (I) sandblasting operations.
- (2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:
 - (A) When wind gusts exceed 25 miles per hour, provided that:
 - (i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;
 - (ii) records are maintained in accordance with subparagraph (e)(1)(C).
 - (B) To unpaved roads, provided such roads:
 - (i) are used solely for the maintenance of wind-generating equipment; or
 - (ii) are unpaved public alleys as defined in Rule 1186; or
 - (iii) are service roads that meet all of the following criteria:
 - (a) are less than 50 feet in width at all points along the road;
 - (b) are within 25 feet of the property line; and
 - (c) have a traffic volume less than 20 vehicle-trips per day.
 - (C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

- (3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.
- (4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:
 - (A) Blasting operations which have been permitted by the California Division of Industrial Safety; and
 - (B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.
- (5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).
- (6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.
- (7) The provisions of subdivision (e) shall not apply to:
 - (A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.
 - (B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.
 - (C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.
- (8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan

provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM₁₀ pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
 (Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration
	05-2 Stabilize soil during and after cut and fill activities.	✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition -- mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
	06-2 Stabilize surface soil where support equipment and vehicles will operate; and	
	06-3 Stabilize loose soil and demolition debris; and	
	06-4 Comply with AQMD Rule 1403.	
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and	✓ Limit vehicular traffic and disturbances on soils where possible
	07-2 Stabilize disturbed soil between structures	✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and	✓ Grade each project phase separately, timed to coincide with construction phase
	08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and	✓ Upwind fencing can prevent material movement on site
	08-3 Stabilize soils once earth-moving activities are complete.	✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and	✓ Use tarps or other suitable enclosures on haul trucks
	09-2 Maintain at least six inches of freeboard on haul vehicles; and	✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage
	09-3 Stabilize material while transporting to reduce fugitive dust emissions; and	✓ Comply with track-out prevention/mitigation requirements
	09-4 Stabilize material while unloading to reduce fugitive dust emissions; and	✓ Provide water while loading and unloading to reduce visible dust plumes
	09-5 Comply with Vehicle Code Section 23114.	
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs
	11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	<ul style="list-style-type: none"> ✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	<ul style="list-style-type: none"> ✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	<ul style="list-style-type: none"> ✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
 (Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
 (Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Unpaved roads/parking lots	19-1 Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
Earth-moving (except construction cutting and filling areas, and mining operations)	<p>(1a) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR</p> <p>(1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.</p>
Earth-moving: Construction fill areas:	<p>(1b) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.</p>

TABLE 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
Earth-moving: Construction cut areas and mining operations:	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR (3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

TABLE 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
Unpaved Roads	<p>(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR</p> <p>(4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR</p> <p>(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.</p>
Open storage piles	<p>(5a) Apply chemical stabilizers; OR</p> <p>(5b) Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR</p> <p>(5c) Install temporary coverings; OR</p> <p>(5d) Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.</p>
All Categories	<p>(6a) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.</p>

TABLE 3

CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Appendix A-3

- Operation Emissions
 - Regional Operation Emissions (Concurrent/Operations – Year 2008)
 - Regional Emission Summary Sheet
 - Stationary Source Emissions
 - URBEMIS2002 Output Files
 - Regional Operation Emissions (Permanent Facility)
 - Regional Emission Summary Sheet
 - Stationary Source Emissions
 - URBEMIS2002 Output Files
 - Tier 1 Analysis
 - Emergency Generator
 - On Road Operational Equipment
 - TANKS 4.0.9D Output Files

Fire Station 156 - Operation of Temporary Facility

Regional Emission Calculations (lbs/day)

Project

Mobile

Area

Stationary

Total Project

SCAQMD Significance Threshold

Difference

Significant?

CO	NOx	PM10	ROC	SOx
1	0	0	0	0
1	0.0	0.2	0.1	0.0
0	0	0	0	0
2	0	0	0	0
550	55	150	55	150
(549)	(55)	(150)	(55)	(150)
No	No	No	No	No

Fire Station 156

Electricity and Natural Gas Usage

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate ^a	Total Electricity Usage		Emission Factors (lbs/MWh) ^b				
		(kWh/sq.ft/yr)	(KWh/year)	(MWh/Day)	CO	ROC	NOx	PM10	SOx
					0.2	0.01	1.15	0.04	0.12
Emissions from Electricity Consumption (lbs/day)									
Existing Project Residential (DU)	1.0	5,627	5,627	0.015	0.003	0.000	0.018	0.001	0.002
Total Project			5,627	0.015	0.00	0.00	0.02	0.00	0.00
Net Emissions From Electricity Usage					0.00	0.00	0.02	0.00	0.00

Natural Gas Usage

Land Use	1,000 Sqft	Natural Gas Usage Rate ^c	Total Natural Gas Usage		Emission Factors (lbs/Mcuft) ^d				
		(cu.ft/sq.ft/mo)	(cu.ft/mo)	(cu.ft/Day)	CO	ROC	NOx	PM10	SOx
					40	7.26	100/94 ^e	0.18	0
Emissions from Natural Gas Consumption (lbs/day)									
Existing Project Residential (Single Family DU)	1.0	6,665	6,665	222	0.009	0.002	0.021	0.000	
Total Project			6,665	222	0.01	0.00	0.02	0.00	--
Net Emissions From Natural Gas Usage					0.01	0.00	0.02	0.00	--

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	0.01	0.00	0.04	0.00	0.00
Total Net Emissions (lbs/day)	0.01	0.00	0.04	0.00	0.00

^a Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^b Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

^c Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^d Emission Factors from URBEMIS2002 Version 8.7 (US EPA 1995)

^e The emission factors for NOx in lbs per million cuft of natural gas are 100 for nonresidential uses and 94 for residential uses.

Interim Operation_Construction.txt

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
TOTALS (lbs/day, mitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00
TOTALS (lbs/day, mitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.09	0.01	0.04	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.07	0.10	0.80	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.16	0.11	0.84	0.00	0.10

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
TOTALS (lbs/day, mitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00
TOTALS (lbs/day, mitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.65	0.03	1.04	0.00	0.15

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.07	0.12	0.84	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.73	0.15	1.89	0.00	0.26

Interim Operation_Construction.txt

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Winter)

Construction Start Month and Year: June, 2008
 Construction Duration: 12
 Total Land Use Area to be Developed: 0 acres
 Maximum Acreage Disturbed Per Day: 0 acres
 Single Family Units: 1 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	4.70	30.69	38.25	-	1.15	1.15	0.00
On-Road Diesel	0.03	0.50	0.09	0.00	0.01	0.01	0.00
Worker Trips	0.06	0.08	1.26	0.00	0.00	0.00	0.00
Maximum lbs/day	4.79	31.27	39.60	0.00	1.16	1.16	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	34.85	38.69	-	1.42	1.42	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.96	34.85	38.73	0.00	1.42	1.42	0.00
Max lbs/day all phases	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	33.27	39.85	-	1.34	1.34	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.72	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.68	33.27	39.93	0.00	1.34	1.34	0.00
Max lbs/day all phases	8.68	33.27	39.93	0.00	1.34	1.34	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '08

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 24

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '08

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '08

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '09

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '09

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
-----	------	------------	-------------	-----------

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.01	0.01	0	0.00
Hearth	0.57	0.02	1.04	0.00	0.15
Landscaping - No winter emissions					
Consumer Prdcts	0.05	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.65	0.03	1.04	0.00	0.15

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	0.07	0.12	0.84	0.00	0.10
TOTAL EMISSIONS (lbs/day)	0.07	0.12	0.84	0.00	0.10

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	0.33	10.00 trips/dwelling unit	1.00	10.00
Sum of Total Trips				10.00
Total Vehicle Miles Traveled				66.91

Vehicle Assumptions:

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Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
 Project Name: Fire Station 156
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2008
 Construction Duration: 12
 Total Land Use Area to be Developed: 0 acres
 Maximum Acreage Disturbed Per Day: 0 acres
 Single Family Units: 1 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	4.70	30.69	38.25	-	1.15	1.15	0.00
On-Road Diesel	0.03	0.50	0.09	0.00	0.01	0.01	0.00
Worker Trips	0.06	0.08	1.26	0.00	0.00	0.00	0.00
Maximum lbs/day	4.79	31.27	39.60	0.00	1.16	1.16	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	34.85	38.69	-	1.42	1.42	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.96	34.85	38.73	0.00	1.42	1.42	0.00
Max lbs/day all phases	4.96	34.85	39.60	0.00	1.42	1.42	0.00

Interim Operation_Construction.txt

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	4.96	33.27	39.85	-	1.34	1.34	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.72	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.68	33.27	39.93	0.00	1.34	1.34	0.00

Max lbs/day all phases	8.68	33.27	39.93	0.00	1.34	1.34	0.00
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Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '08

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 24

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '08

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '08

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '09

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '09

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.01	0.01	0	0.00
Hearth - No summer emissions					
Landscaping	0.00	0.00	0.03	0.00	0.00
Consumer Prdcts	0.05	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.09	0.01	0.04	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

ROG	NOx	CO	SO2	PM10
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Interim Operation_ConstructionVOC.txt
URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day,unmitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
TOTALS (lbs/day, mitigated)	4.96	34.85	39.60	0.00	1.42	1.42	0.00
*** 2009 ***							
TOTALS (lbs/day,unmitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00
TOTALS (lbs/day, mitigated)	8.68	33.27	39.93	0.00	1.34	1.34	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.09	0.01	0.04	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.08	0.09	0.90	0.00	0.10

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.16	0.11	0.94	0.00	0.10

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 2\Phase 2.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2008
Construction Duration: 12
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 1 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	4.70	30.69	38.25	-	1.15	1.15	0.00
On-Road Diesel	0.03	0.50	0.09	0.00	0.01	0.01	0.00
Worker Trips	0.06	0.08	1.26	0.00	0.00	0.00	0.00
Maximum lbs/day	4.79	31.27	39.60	0.00	1.16	1.16	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.96	34.85	38.69	-	1.42	1.42	0.00

	Interim	Operation	Construction	VOC.txt			
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.96	34.85	38.73	0.00	1.42	1.42	0.00
Max lbs/day all phases	4.96	34.85	39.60	0.00	1.42	1.42	0.00

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	4.96	33.27	39.85	-	1.34	1.34	0.00
Bldg Const Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.72	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.68	33.27	39.93	0.00	1.34	1.34	0.00
Max lbs/day all phases	8.68	33.27	39.93	0.00	1.34	1.34	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '08

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 24

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '08

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '08

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	8.0
1	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '09

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '09

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
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Fire Station 156 - Operation of Permanent Facility

Regional Emission Calculations (lbs/day)

Project

Mobile

Area

Stationary

Total Project

SCAQMD Significance Threshold

Difference

Significant?

CO	NOx	PM10	ROC	SOx
3	0	0	0	0
1	0.0	0.0	0.9	0.0
0	0	0	0	0
4	0	0	1	0
550	55	150	55	150
(547)	(55)	(150)	(55)	(150)
No	No	No	No	No

Fire Station 156

Electricity and Natural Gas Usage

Electricity Usage

Land Use	1,000 Sqft	Electricity	Total Electricity Usage		Emission Factors (lbs/MWh) ^b				
		Usage Rate ^a (kWh/sq.ft/yr)	(KWh/year)	(MWh/Day)	CO	ROC	NOx	PM10	SOx
					0.2	0.01	1.15	0.04	0.12
Project									
Residential (DU)	1.0	5,627	5,627	0.015	0.003	0.000	0.018	0.001	0.002
Total Project			5,627	0.015	0.00	0.00	0.02	0.00	0.00
Net Emissions From Electricity Usage					0.00	0.00	0.02	0.00	0.00

Natural Gas Usage

Land Use	1,000 Sqft	Natural Gas	Total Natural Gas Usage		Emission Factors (lbs/MCuf) ^d				
		Usage Rate ^c (cu.ft/sq.ft/mo)	(cu.ft/mo)	(cu.ft/DAY)	CO	ROC	NOx	PM10	SOx
					40	7.26	100/94 ^e	0.18	0
Project									
Residential (Single Family DU)	1.0	6,665	6,665	222	0.009	0.002	0.021	0.000	
Total Project			6,665	222	0.01	0.00	0.02	0.00	--
Net Emissions From Natural Gas Usage					0.01	0.00	0.02	0.00	--

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	0.01	0.00	0.04	0.00	0.00
Total Net Emissions (lbs/day)	0.01	0.00	0.04	0.00	0.00

^a Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^b Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

^c Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^d Emission Factors from URBEMIS2002 Version 8.7 (US EPA 1995)

^e The emission factors for NOx in lbs per million cuft of natural gas are 100 for nonresidential uses and 94 for residential uses.

Future Operation.txt
URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 3\Phase 3.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.09	0.01	0.04	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.26	0.35	3.44	0.00	0.39

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.35	0.36	3.47	0.00	0.39

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 3\Phase 3.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.65	0.03	1.04	0.00	0.15

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.28	0.44	3.20	0.00	0.39

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.93	0.47	4.24	0.00	0.54

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 3\Phase 3.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.01	0.01	0	0.00
Hearth	0.57	0.02	1.04	0.00	0.15
Landscaping - No winter emissions					
Consumer Prdcts	0.05	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS (lbs/day,unmitigated)	0.65	0.03	1.04	0.00	0.15

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	0.28	0.44	3.20	0.00	0.39

TOTAL EMISSIONS (lbs/day) 0.28 0.44 3.20 0.00 0.39

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	0.33	38.00 trips/dwelling unit	1.00	38.00
Sum of Total Trips				38.00
Total Vehicle Miles Traveled				254.24

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\Fire Dept 156\Phase 3\Phase 3.urb
Project Name: Fire Station 156
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)	Source	ROG	NOx	CO	SO2	PM10
Natural Gas		0.00	0.01	0.01	0	0.00
Hearth - No summer emissions						
Landscaping		0.00	0.00	0.03	0.00	0.00
Consumer Prdcts		0.05	-	-	-	-
Architectural Coatings		0.03	-	-	-	-
TOTALS (lbs/day, unmitigated)		0.09	0.01	0.04	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

ROG	NOx	CO	SO2	PM10
-----	-----	----	-----	------

Single family housing	0.26	0.35	3.44	0.00	0.39
TOTAL EMISSIONS (lbs/day)	0.26	0.35	3.44	0.00	0.39

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	0.33	38.00 trips/dwelling unit	1.00	38.00
		Sum of Total Trips		38.00
		Total Vehicle Miles Traveled		254.24

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Home-Work	Residential Home-Shop	Home-Other	Commercial Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

Operational On-Road Fire Station Equipment Emissions

Permanent Fire Station Apparatus

Scenario Year: 2007 -- Model Years: 1965 to 2007	
HHDT-DSL (pounds/mile)	
ROG	0.001226518
CO	0.005520326
NOx	0.035634629
PM10	0.000644071
SOx	4.57211E-05

Worst-Case Day				
# Equipment	Classification	# Trips	Miles/Trip	Miles/Day
6	HHDV	7	5	210

Pollutant	Emissions (lbs/Day)
ROG	0.25756883
CO	1.159268462
NOx	7.483272041
PM10	0.135254945
SOx	0.009601431

Temporary Fire Station Apparatus

Worst-Case Day				
# Equipment	Classification	# Trips	Miles/Trip	Miles/Day
1	HHDV	7	5	35

Pollutant	Emissions (lbs/Day)
ROG	0.042928138
CO	0.19321141
NOx	1.247212007
PM10	0.022542491
SOx	0.001600239

Source: <http://www.epa.gov/ttn/chief/ap42/ch03/final/c03s03.pdf>

TANKS 4.0.9d

Emissions Report - Detail Format

Tank Identification and Physical Characteristics

Identification

User Identification:

156

City:

Los Angeles C.O.

State:

California

Company:

Type of Tank:

Horizontal Tank

Description:

Diesel

Tank Dimensions

Shell Length (ft):

10.00

Diameter (ft):

4.00

Volume (gallons):

1,000.00

Turnovers:

104.00

Net Throughput(gal/yr):

104,000.00

Is Tank Heated (y/n):

N

Is Tank Underground (y/n):

N

Paint Characteristics

Shell Color/Shade:

Gray/Medium

Shell Condition

Good

Breather Vent Settings

Vacuum Settings (psig):

-0.03

Pressure Settings (psig)

0.03

Meteorological Data used in Emissions Calculations: Los Angeles C.O., California (Avg Atmospheric Pressure = 14.67 psia)

Liquid Contents of Storage Tank

156 - Horizontal Tank
Los Angeles C.O., California

Mixture/Component	Month	Daily Liquid Surf. Temperature (deg F)		Liquid Bulk Temp (deg F)	Vapor Pressure (psia)		Vapor Mol. Weight	Liquid Mass Fract.	Vapor Mass Fract.	Mol. Weight	Basis for Vapor Pressure Calculations
		Avg.	Min.	Max.	Avg.	Min.	Max.				
Distillate fuel oil no. 2	Jan	69.11	61.48	76.74	69.05	0.0088	0.0089	0.0110	130.0000	188.00	Option 1: VP60 = .0065 VP70 = .009

Distillate fuel oil no. 2	Feb	71.29	62.39	80.18	69.05	0.0094	0.0071	0.0121	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Mar	73.54	63.10	83.97	69.05	0.0101	0.0073	0.0136	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Apr	76.83	64.42	89.24	69.05	0.0110	0.0076	0.0157	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	May	78.54	65.95	91.14	69.05	0.0116	0.0080	0.0167	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Jun	80.59	67.52	93.67	69.05	0.0122	0.0084	0.0182	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Jul	83.51	69.21	97.80	69.05	0.0134	0.0088	0.0207	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Aug	82.86	69.60	96.13	69.05	0.0131	0.0089	0.0197	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Sep	80.11	68.84	91.37	69.05	0.0120	0.0087	0.0168	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Oct	76.45	66.76	86.13	69.05	0.0109	0.0082	0.0145	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Nov	71.74	63.57	79.91	69.05	0.0095	0.0074	0.0120	130.0000	188.00	Option 1: VP70 = .009 VP80 = .012
Distillate fuel oil no. 2	Dec	68.76	61.40	76.12	69.05	0.0087	0.0069	0.0108	130.0000	188.00	Option 1: VP60 = .0085 VP70 = .009

Detail Calculations (AP-42)

156 - Horizontal Tank Los Angeles C.O., California

Month:	January	February	March	April	May	June	July	August	September	October	November	December
Standing Losses (lb):												
Vapor Space Volume (cu ft):	0.0269	0.0303	0.0423	0.0533	0.0581	0.0614	0.0755	0.0687	0.0518	0.0420	0.0300	0.0256
Vapor Density (lb/cu ft):	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406
Vapor Space Expansion Factor:	0.0002	0.0002	0.0002	0.0002	0.0003	0.0003	0.0003	0.0003	0.0003	0.0002	0.0002	0.0002
Vented Vapor Saturation Factor:	0.0539	0.0633	0.0746	0.0890	0.0901	0.0934	0.1020	0.0944	0.0799	0.0886	0.0577	0.0519
	0.9991	0.9990	0.9989	0.9988	0.9988	0.9987	0.9986	0.9985	0.9987	0.9988	0.9990	0.9991
Tank Vapor Space Volume:												
Vapor Space Volume (cu ft):	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406	80.0406
Tank Diameter (ft):	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000
Effective Diameter (ft):	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383	7.1383
Vapor Space Outage (ft):	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000
Tank Shell Length (ft):	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000
Vapor Density												
Vapor Density (lb/cu ft):	0.0002	0.0002	0.0002	0.0002	0.0003	0.0003	0.0003	0.0003	0.0003	0.0002	0.0002	0.0002
Vapor Molecular Weight (lb/lb-mole):	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000	130.0000
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	0.0088	0.0084	0.0101	0.0110	0.0116	0.0122	0.0134	0.0131	0.0120	0.0109	0.0095	0.0087
Daily Avg. Liquid Surface Temp. (deg. R):	528.7774	530.9554	533.2065	536.4981	538.2132	540.2632	543.1771	542.5319	539.7787	536.1166	531.4114	528.4348
Daily Average Ambient Temp. (deg. F):	58.3000	60.0000	60.6500	63.2500	65.8000	69.7000	74.2500	75.1000	73.6500	69.6500	62.9500	58.3000
Ideal Gas Constant R (psia cu ft / (lb-mol-deg R)):	10.731	10.731	10.731	10.731	10.731	10.731	10.731	10.731	10.731	10.731	10.731	10.731
Liquid Bulk Temperature (deg. R):	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167	528.7167
Tank Paint Solar Absorptance (Shell):	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800	0.6800
Daily Total Solar Insulation Factor (Btus/sq ft day):	891.5287	1,157.7182	1,523.5305	1,923.2907	2,033.7007	2,095.8856	2,265.6251	2,075.8976	1,682.1655	1,328.0922	1,000.9869	827.7574
Vapor Space Expansion Factor												
Vapor Space Expansion Factor:	0.0539	0.0633	0.0746	0.0890	0.0901	0.0934	0.1020	0.0944	0.0799	0.0886	0.0577	0.0519
Daily Vapor Temperature Range (deg. R):	30.5107	35.5790	41.7520	48.6515	50.3857	52.2897	57.1775	53.0811	45.0604	38.7509	32.6668	29.4405
Daily Vapor Pressure Range (psia):	0.0042	0.0050	0.0063	0.0081	0.0087	0.0096	0.0119	0.0108	0.0091	0.0063	0.0046	0.0040

